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Campbell, James

# MASTER PLAN REPORT

## County of NAPA


Cities of: NAPA

ST. HELENA

CALISTOGA //







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## INTRODUCTION

Napa County was a leader in the field of area planning in the West. In 1952 the County Planning Commission proposal that a county-wide Master Plan be developed was endorsed by the City Commissions, City Councils and the Board of Supervisors.

The Board of Supervisors agreed to underwrite the greater part of the total project, and worked out details of the program with the incorporated cities, Napa, St. Helena and Calistoga.

It was mutually agreed that the Master Plan project would include the following:

1. A comprehensive economic survey of the total area to provide sound basic data for plan studies.
2. Master Plan Elements of Land Use, Streets and Highways, School and Public Buildings, and Parks and Recreation.
3. New Subdivision Ordinances for the County and three Cities, using common standards and terminology to permit easy understanding, administration and smooth transition in fringe areas.
4. New Zoning Ordinances and Zoning Plans for the County and three Cities, using common standards and terminology and varying only in the degree necessary to provide for local conditions within the various jurisdictions.

In addition to the above, the County Planning Commission staff and the consultant retained to prepare the plan were directed to provide staff and advisory services to all jurisdictions.

This attempt at coordinated planning for all of the area of the County was highly successful in producing a total Master Plan which was adopted by all legislative bodies, and in accomplishing the zoning of all of the areas within the County under new and standardized ordinances. New subdivision ordinances were adopted by the County and Cities to complete the objectives of the project.



## STATEMENT OF OBJECTIVES

The Planning Commissions within the County of Napa, which are responsible for the preparation of plans to guide the future growth and development of the area, believe that such plans should be designed to accomplish a clear-cut objective. The objective should anticipate plans for the best possible use of the land and the resources of the area which would provide guides for their development to the greatest possible advantage of the people within the area.

In their planning studies the Commissions have found that the area is fortunate in its natural advantages, which include:

1. Ideal climate for both living and working.
2. Fine natural geographic setting with good land proportions in valley, foothills and wooded mountains.
3. Good valley soils for diversified farming, dairying and grazing.
4. Good water supply for agricultural, domestic and industrial purposes.
5. Convenient location in relation to Bay Area metropolitan centers and employment areas.
6. Space and facilities for new people and new development.
7. An established community character of high order.

It is an accepted fact that the area will continue to grow and will become more closely integrated with the Bay Area communities. It is important that the growth be directed by proper plans and that the community character be preserved during the coming years of growth, change and integration into the larger region. It is equally important that a proper balance be established in the uses of land for agricultural, residential, commercial and industrial purposes in order that a sound economic base be developed and maintained.

In view of the above, the Planning Commission set forth as their planning objective: the creation of a comprehensive and coordinated Master Plan which will include each of the political jurisdictions in its basic coverage, and which will serve as a general guide to the fine future which the area is capable of achieving, and which its people are entitled to expect.

Napa County Planning Commission  
Napa City Planning Commission  
St. Helena Planning Commission  
Calistoga Planning Commission





## I. MASTER PLAN OF LAND USE

### A. PURPOSE OF THE PLAN.

This element of the Master Plan is the key unit which sets the pattern for the future of all of the land within the total plan area. Based on the analysis of basic survey data, it is the logical first element to be developed because it determines, by its use pattern, the future requirements for facilities to be provided in other plan elements.

Like other plan elements, it is a comprehensive, long-term general plan for the physical development of the lands of Napa County and the Cities of Napa, St. Helena and Calistoga. Its primary purposes are to accomplish the objectives of the Statement of Policy and to provide a working guide for the highest and best use of the land in an orderly, efficient and sound economic manner through the critical years of rapid growth.

Analysis of needs and potentials pointed the way to a plan which provides a proper balance and relationship between agricultural, residential, commercial, industrial and recreational land uses. This, and other elements of the Master Plan, will serve a valuable purpose if used for its designed purpose. Although it lacks the force of law, it is the basis of precise plans adopted by law, and should be considered as an official guide which is fluid and flexible to a reasonable degree and subject to change, revision and alteration when conditions so indicate, in order that it may continue to serve its useful purpose into the future.

This plan unit contemplates, under current standards of desirable land use and density of population, an ultimate population of 300,000 to 350,000 persons in the County at the future date when the land is totally used for its planned purposes. These figures were the result of considering:

1. The total area of land within the County,
2. The highest and best uses of the land area,
3. The potential firm water supply from local sources,
4. General economic factors related to the area.





## B. METHOD OF DEVELOPMENT.

1. Prior to the preparation of plans, an intensive survey of the natural and physical features of the area and its potentials for growth and development was conducted. This basic data constitutes the "Economic Survey", which was a part of the Master Plan Project. Material contained in the Survey provided the sound factual basis for the Land Use and other elements of the Master Plan.

2. Complete sets of new base maps were prepared for all areas at scales suitable to show necessary survey and plan data.

3. A comprehensive survey of existing uses of land was conducted, and the information was plotted on base maps to show the use of every parcel of land in the developed and partially developed areas. These maps are proposed to be kept up to date by the planning offices in order that they continue to be of value in day-to-day use.

4. The above sources data, together with numerous conferences with public officials, representatives of public utilities, chambers of commerce, public service groups and discussion meetings of interested citizens provided the broad basis for the formulation of a pattern of standard plan units which would fit together to form the total plan.

Napa County was considered as a part of the San Francisco Bay Area, and a number of land use area classifications which would fit the broader area nomenclature was adopted. The County constitutes a natural planning area, being a valley extending to mountain ridge boundaries on the north, east and west, and to a low tidal area to the south.

The planning area was divided into planning area units, as follows:

1. COMMUNITIES, being the largest area units,
2. SUB-COMMUNITIES, being divisions of communities,
3. SPECIAL SUB-COMMUNITIES, having unusual or special features,
4. NEIGHBORHOODS, being partially self-contained residential portions of urban areas within community units.

The Land Use Master Plan indicates the dominant uses proposed for all such units, the boundaries of which were determined by careful study of present and predicted future physical, economic, sociological and political factors both within and beyond the boundaries of the County.



## C. PLAN UNIT CHARACTERISTICS.

Following are general characteristics of the plan units as they were applied in Napa County and the Cities:

### 1. Community:

- a. Substantially self-contained part of a Metropolitan Sub-Metropolitan area, or urban center portion of a large Rural Land Area.
- b. Usually bounded by natural features such as mountain ridges, rivers, topographical breaks or, in valley locations, by open agricultural land strips.
- c. Includes one or more centers of population.

Three types of Communities appear on the Master Plan, and they are briefly described as follows:

#### a. Rural Community:

In general, will contain 10,000 or more persons, and two or more sub-communities which are primarily agricultural production and processing areas receiving the bulk of income from agricultural production and employment.

#### b. Urban Community:

In general, will contain from 20,000 to 150,000 persons, may contain sub-communities and peripheral agricultural or rural areas. Employment and income will be from urban sources and public facilities and services will be of high order.

#### c. Recreational Community:

In general, will contain 2,000 or more persons and two or more sub-communities with primarily recreation and resort activities as employment and income sources. Population is low in density and often seasonal in character.

Communities, being self-contained units to varying degrees should in most cases include in their ultimate development one or more of each of the following basic improvements or services:

1. High school, elementary schools.
2. A Community Center: post office, fire station, police station and governmental offices, hospital, library and cultural center, parks and playgrounds.





3. Urban center with business and professional services.
4. Industrial and/or service and repair areas.
5. Public utilities, domestic water and sewerage systems.
6. Other facilities and services as required.

## 2. SUB-COMMUNITY.

These land areas are portions of communities, each having at least one center of population and a combination of some of the Community facilities listed above. Each sub-community should have at least one elementary school, a retail business center and a post office.

## 3. SPECIAL SUB-COMMUNITY.

These will commonly be isolated portions of Communities with special characteristics, such as areas containing recreation or resort developments, or trading centers for rural or agricultural sections.

They will have facilities similar to those found in the Sub-communities.

## 3. NEIGHBORHOOD.

The Neighborhoods are subdivisions of the community units which are in some degree self-contained living and/or working areas which are bounded by natural features or through traffic ways, which contain facilities such as one or more elementary schools, a park or playground and local shopping facilities, all within safe and convenient walking distance of all homes in the neighborhood.

Neighborhoods fall into three general types, which are:

a. Urban type: Within which are included the residential development sections of urban areas and their local service facilities.

b. Semi-rural Type: Which generally lie within the urban fringe areas in hillside or semi-isolated valley locations where conditions justify larger than average lots and relatively low population density.

c. Industrial Type: Which provide residential development of medium density and neighborhood facilities at or adjacent to industrial land use areas which are located away from central urban areas.

## D. MASTER PLAN COMMUNITIES.

The Master Plan area, which includes all of Napa County, is divided into five communities which are identified by local names as follows:





1. Napa Community
2. St. Helena-Calistoga Community
3. Soscol Community
4. Carneros Community
5. Monticello Community

These communities are shown on the Land Use Master Plan map, and are described below.

1. Napa Community.

Type: Urban, central city of total plan area.

Primary Uses: Urban residential and commercial.

Ultimate Plan Population: 125,000 to 150,000 persons.

The Plan includes the following sub-divisions within the bounds of the Napa Community.

a. Yountville Sub-Community:

Type: Rural

Primary Uses: Intensive agriculture, low density residential, facilities center at Town of Yountville.

b. Mt. Veeder Special Sub-Community:

Type: Rural

Primary Uses: Recreation

c. Foss, Capell Valley and Wooden Valley Special Sub-Communities.

Type: Rural

Primary Uses: Light Agriculture and Grazing. (These areas are largely watershed and marginal lands, with low population density and minimum of services and facilities required.)

Land Use Features of the Future Napa Community.

a. Urban Areas:

1. Expanded central commercial area of city.
2. Expanded multiple family development and increase in population density adjacent to central commercial area.
3. Expanded industrial development to the southeast



# NAPA COUNTY MASTER PLAN PROJECT -

# - NAPA VICINITY BASE MAP

JAMES M. CAMPBELL:  
PLANNING CONSULTANT







## NAPA COMMUNITY URBAN AREA NEIGHBORHOODS

(Table 1.)

Neighborhood Name	Type	Primary Uses	Ultimate Pop.	Shopping Center	Existing & Future Facilities		
					School Playgrd.	Park or Playgrd.	Fire Station
GROUP 1.							
Shearer	Urban	Residential: low, med. density	5,600	2	3	3	0
Laurel	Urban	Residential: Limited ind.	2,200	0	1	0	0
Westwood	Urban	Residential	4,900	3	3	1	0
Foster	Urban	Residential Recreation	2,000	1	1	0	1
Sheveland	Urban	Residential	2,400	1	1	1	0
Congress	Semi-	Residential	3,700	1	2	1	1
Valley	rural						
Lincoln	Urban	Cent. comm'l. med. dens. res. Ind.	3,000	2	2	1	1
Glenwood	Urban	Residential	2,200	1	1	1	0
Sub-totals			26,000		14	8	3
GROUP 2.							
Atlas Peak	Semi-rural	Residential	5,600	2	3	0	1
Beard	Urban	Residential Limited Ind.	4,900	2	2	1	0
College	Urban	Residential	3,500	1	2	1	1
Mt. George	Semi-rural	Residential	6,600	2	3	0	0
Soda Canyon	Semi-rural	Residential	3,000	1	2	0	0
Sub-totals			23,600		12	2	2

contains the site of a high school, regional or area park or other such facility designed to serve more than one neighborhood. These varied patterns are considered in the Plan.

In the neighborhood data charts which follow the "School" heading represent elementary school units of 7 class rooms.

The chart shows both existing and proposed neighborhood shopping centers, each of which may serve one or more neighborhoods, and in some cases a center appears more than once in the table. For that reason, totals for the table column are not shown.

Some additional community facilities appear on the Park and Recreation and Schools and Public Buildings Master Plan Maps.

NAPA COMMUNITY URBAN AREA NEIGHBORHOODS (Table 1. continued)

Neighborhood Name	Type	Primary Uses	Ultimate Pop.	Existing & Future Facilities			
				Shopping Center	School Playgrd.	Park or Playgrd.	Fire Station
GROUP 3.							
Orchard	Urban	Residential	5,300	1	3	1	0
	Semi-rural						
Linda Vista	Urban	Residential	7,100	1	4	1	0
Trower	Urban	Residential	4,300	2	2	2	1
Pueblo	Urban	Residential	6,600	2	4	1	0
Browns Valley	Semi-rural	Residential	8,000	2	4	1	0
Sub-totals			31,300		17	6	1
GROUP 4.							
Salvador	Semi-rural	Residential	3,500	1	2	0	1
El Centro	Urban	Residential	3,000	1	1	0	0
Crescent	Urban	Residential	3,600	1	2	1	0
Sunnydale	Urban	Residential	4,000	1	3	1	0
Garfield	Urban	Residential	5,000	1	3	1	0
Ross	Urban	Residential	2,600	1	1	1	0
Riverside	Urban	Residential	5,000	1	3	1	0
Sub-totals			26,700		15	5	1
GROUP 5.							
Fairview	Urban	Residential	2,600	1	1	1	0
Shurtleff	Urban	Residential	4,400	2	2	1	1
Coombsville	Semi-rural	Residential	11,000	3	5	1	1
Alta Heights	Urban	Residential	4,000	1	2	1	1
"X"	Urban	Residential	4,500	1	2	1	0
"Y"	Urban	Residential	2,350	1	1	1	0
Sub-totals			28,850		13	6	3
Grand Totals			136,000		70	26	10





## 2. Soscol Community.

Type: Urban

Primary Uses: Industrial, residential

Ultimate Plan Population: 65,000 to 75,000 persons.

The Soscol Community lies southerly of Napa, including the area from Soscol south to the Solano County line and from the Napa River east to the Solano County line. Napa Junction, American Canyon, Jamison Canyon and the Napa County Airport are within the Community boundary.

### Land Use Features of the Soscol Community.

a. Large industrial area around the Napa County Airport, and at Napa Junction.

b. Medium to high density residential areas from south of Napa Junction to Solano County line on each side of State Highway 29.

c. Medium to high density residential areas easterly of State Highway 29 on each side of State Highway 12.

The residential areas, b. and c. above, will each require the following community type facilities:

1. Commercial center
2. Apartment areas
3. High school
4. Park
5. Fire station
6. Library

In addition to the above, one community Center is designed to serve the entire Soscol Community.

d. Agricultural (grazing) and marginal lands in the hills to the east and northeast.

e. Recreational use areas along the Napa River.

The Soscol Community has been divided into 24 neighborhoods, as follows: 12 Residential, 3 Industrial, 9 Agricultural, (grazing and marginal watershed lands).





# COMMUNITIES OF CARNEROS, SOSCOL, NAPA (SOUTHERN PORTION)

## MASTER PLAN UNITS:

LAND USE, PARKS & RECREATION,  
SCHOOLS & PUBLIC BUILDINGS

### EXISTING FACILITIES

- SCHOOL OR PUBLIC BUILDING
- FIRE STATION
- PUBLICLY OWNED RECREATION AREA
- PRIVATELY OWNED RECREATION AREA
- SHOPPING FACILITIES

### FUTURE PREDOMINATE USES

- RESIDENTIAL
- INDUSTRIAL
- AGRICULTURAL (GRAZING), WATERSHED OR MARGINAL CANAL

### FUTURE COMMUNITY FACILITIES - GENERAL LOCATIONS

- COMMUNITY BOUNDARY
- PARK
- PARK (SPECIFIC LOCATION)
- LARGE COMMERCIAL AREA
- APARTMENT AREA
- HIGH SCHOOL
- FIRE HOUSE
- LIBRARY
- SPECIAL RECREATION AREA
- PARKWAY
- POSSIBLE CEMETERY SITE
- POSSIBLE SEWAGE TREATMENT PLANT SITE
- NEIGHBORHOOD BOUNDARY
- NEIGHBORHOOD SYMBOL
- ELEMENTARY SCHOOL (NO. OF UNITS) & PLAYGROUND
- PARK
- SHOPPING CENTER



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Neighborhoods and their proposed facilities were designed in accordance with previously stated standards.

Ultimate plan population estimates for residential areas were calculated on the basis of 65% of gross residential acreage with an average of 7 families per acre, 3.3 persons per family, and with allowances for terrain, etc. For Industrial areas continuing agricultural use in portions of the areas was anticipated at one family per 2 1/2 acres. In the agricultural grazing lands, very little population is anticipated.

Neighborhoods are identified by letter symbols, and are divided into two Groups, each of which will require a grouping of Community type facilities.



# SOSCOL COMMUNITY NEIGHBORHOODS (Table 2.)

Neighborhood Symbol	Type	Primary Uses	Ultimate Pop.	Existing & Future Facilities			
				Shopping Center	School Playgrd.	Park or Playgrd.	Fire Station
GROUP 1.							
A	Res.,	Residential,	5,700	2	3	1	0
	Ind.	Industrial					
B	Res.	Residential	7,400	1	4	1	0
C	Res.	Residential	5,500	1	3	1	0
D	Res.,	Residential,	6,000	1	3	1	1
	Ind.	Industrial					
E	Res.	Residential	5,000	1	2	1	0
F	Res.	Residential	2,000	1	1	1	0
O	Ind.	Industrial	500	1	0	0	0
P	Agric.	Agriculture	100	0	0	0	0
Q	Agric.	Agriculture	100	0	0	0	0
R	Agric.	Agriculture	200	0	0	0	0
S	Agric.	Agriculture	100	0	0	0	0
T	Agric.	Agriculture	100	0	0	0	0
Z	Res.	Residential	6,600	1	3	1	0
Sub-totals			39,300		19	7	1
GROUP 2.							
G	Res.	Residential	4,000	1	2	1	0
H	Res.	Residential	6,000	1	3	1	1
I	Res.	Residential	7,000	2	4	2	0
J	Res.	Residential	5,500	1	3	1	0
K	Res.	Residential	4,000	1	2	1	0
L	Ind.	Industrial	2,000	1	1	0	0
M	Agric.	Agr. Ind.	100	0	0	0	0
N	Ind.	Industry	1,300	1	0	0	0
U	Agric.	Agriculture	100	0	0	0	0
V	Agric.	Agriculture	200	0	0	0	0
W	Agric.	Agriculture	100	0	0	0	0
Sub-totals			30,300		15	6	1
Grand totals			69,600		34	13	2





### 3. Carneros Community.

Type: Urban

Primary Uses: Residential

Ultimate Plan Population: 60,000 to 70,000 persons.

The Carneros Community includes the area generally known as Carneros, extending from the Napa Community to the south and west County boundaries.

#### Land Use Features of the Carneros Community.

a. Medium density residential uses proposed for the hill and foothill lands to north and to south of State Highway.

b. Industrial uses on lower lands along the west side of the Napa River to the railroad crossing, and along the north side of the railroad to the west county boundary.

c. Intensive agricultural lands in future urban sections, and marginal agricultural (grazing) lands in southerly marsh areas.

d. Recreational lands along the Napa River, and hunting and fishing along the waterways in the extensive marshland areas.

The two residential sections will each require the following community type facilities:

1. Large commercial service area.
2. Multiple-family development areas.
3. High School
4. Area Park
5. Library
6. Fire Station

The Community will justify a Community Center at or near the southerly service center to serve the entire community area.

This Community has been divided into 19 neighborhoods, as follows: 14 Residential, 5 Agricultural (marginal).

Neighborhoods and their proposed facilities designed in accordance with the previously stated standards.

Ultimate plan population estimates were calculated



for residential areas on the basis of 65% of the gross land acreage times 4.5 families per acre at 3.3 persons per family, with allowances for terrain, etc. Little population was anticipated in the industrial and agricultural (marginal) land areas.

Neighborhoods are identified by number symbols,-- and are divided into two groups, each of which will require Community type facilities.



# CARNEROS COMMUNITY NEIGHBORHOODS (Table 3.)

Neighborhood Symbol	Type	Primary Uses	Ultimate Pop.	Existing & Future Facilities			
				Shopping Center	School Playgrd.	Park or Playgrd.	Fire Station
GROUP 1.							
1	Res.	Residential	5,000	1	2	1	0
2	Res.	Residential	6,000	2	3	1	0
3	Res.	Residential	2,500	1	1	1	0
4	Res.	Residential	4,700	1	2	1	1
5	Res.	Residential	5,000	1	3	1	0
15	Agric.	Agriculture	100	0	0	0	0
16	Agric.	Agriculture	100	0	0	0	0
Sub-totals			23,400		11	5	1
GROUP 2.							
6	Res.	Residential	4,000	1	2	1	0
7	Res.	Residential	6,000	2	3	2	0
9	Res.	Residential	4,700	1	2	1	0
10	Res.	Residential	5,600	1	3	1	0
11	Res.	Residential	7,000	2	4	2	0
8	Res.	Residential,	5,300	1	3	1	1
		Industrial					
12	Res.	Res., Ind.	4,000	2	2	1	0
13	Res.	Res., Ind.	4,700	1	2	1	0
14	Res.	Res., Ind.	3,000	1	2	1	1
17	Agric.	Agriculture	100	0	0	0	0
18	Agric.	Agriculture	500	0	0	0	0
19	Agric.	Agriculture	100	0	0	0	0
Sub-totals			45,000		23	11	2
Grand totals			68,400		34	16	3





#### 4. St. Helena-Calistoga Community.

Type: Urban-Agricultural

Primary Uses: Residential, Agricultural, Recreation.

Ultimate Plan Population: 35,000 to 50,000 persons.

This Community is one of variety and contrast, with land areas and uses ranging from urban centers through rich agricultural lands to steep mountain and mountain valley areas. It is rich in natural beauty, agriculture and residential appeal, and contains many recreation and historic features.

Because of the diverse nature of the Community, it is divided into two Sub-Communities and several Special Sub-Communities. The urbanized portions of the two Sub-Communities are further divided into Neighborhoods, as follows:

a. St. Helena Sub-Community, Urban Portion.

Type: Urban and Semi-rural.

Primary Uses: Residential, agriculture, recreation.

Ult. Plan Population: 10,000 to 15,000 persons.

##### Land Use Features of the St. Helena Sub-Community.

1. Expansion of central business and surrounding multiple family areas of the City.

2. Expansion of industrial areas to north and south of the central business district.

3. Expansion of residential areas, primarily to west and southwest, with local service facilities of neighborhood type.

4. Small farm and rural estate type developments to northeast toward Napa River.

5. A complete Community Center in St. Helena.

This portion of the St. Helena Sub-Community has been divided into five neighborhoods, as follows: 1 Urban, 1 Urban-suburban, 3 suburban Residential.

Neighborhoods were designed in accordance with the general plan standards.

Ultimate plan population figures were computed on the basis of 65% of the gross area for residential uses representing:



4 to 5 families per acre in Urban Neighborhoods, 1 family per acre in Suburban Neighborhoods, 2 families per acre in Urban-Suburban Neighborhoods, and in each case, one family representing 3 persons.

Neighborhoods are designated by their geographic location in relation to the central commercial area of St. Helena.





## ST. HELENA SUB-COMMUNITY URBAN NEIGHBORHOODS (Table 4.)

Neighborhood Symbol	Type	Primary Uses	Ultimate Pop.	Shopping Center	Existing and Future Facilities		
					School Playgrd.	Park or Playgrd.	Fire Station
W (West)	Urban	Residential Cent. Comm'l. Industrial	4,000	2	2	2	1
S (South)	Urban	Residential Urb.-Sub	5,600	2	4	1	0
N (North)	Suburb.	Residential Agriculture	700	1	1	0	0
NE (Northeast)	Suburb.	Residential Agriculture	300	0	0	0	0
E (East)	Suburb.	Residential Agriculture	400	0	0	0	0
Totals			11,000		7	3	1

Notes: 1. Schools proposed above would accommodate students from rural areas beyond the neighborhood boundaries.

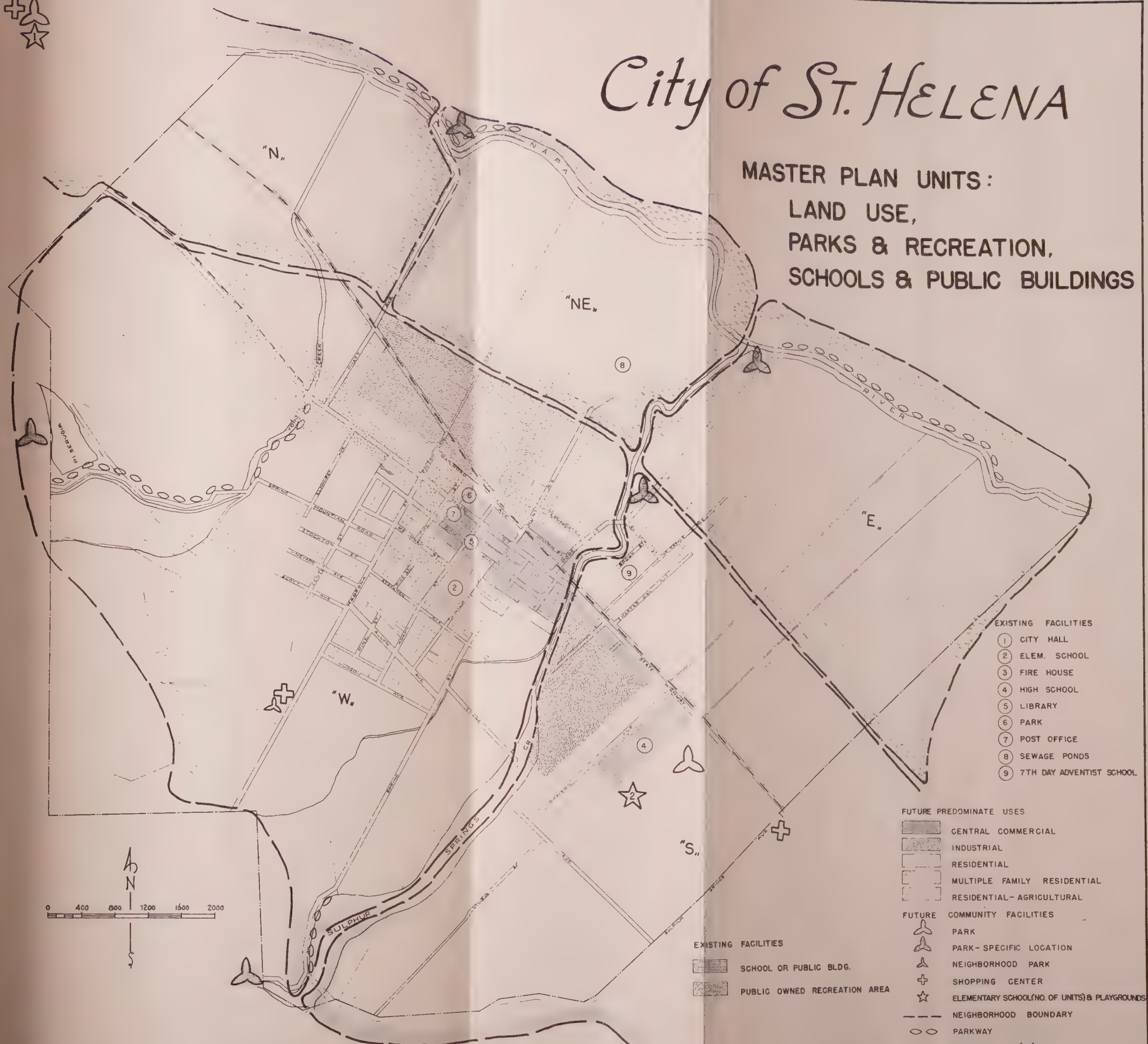
2. Any variation in State Highway routing from that shown on the Master Plan would require reconsideration of neighborhood design.





# City of ST. HELENA

MASTER PLAN UNITS:  
LAND USE,  
PARKS & RECREATION,  
SCHOOLS & PUBLIC BUILDINGS



The Master Plan Project-

Napa County, California

Prepared by  
J.M. Campbell



b. Calistoga Sub-Community, Urban Portion.

Type: Urban and Semi-rural

Primary Uses: Residential, Agriculture, Re-creation

Ultimate Plan Population: 7,000 to 10,000 persons.

Land Use Features of the Calistoga Sub-Community.

1. Expansion of central commercial area in City.
2. Expansion of central apartment and resort area.
3. Expansion of industrial uses generally southeast of Lincoln Avenue, and southerly from the central area on each side of the railroad.
4. Expansion of residential areas north and northwest towards Tubbs Lane, with the northerly section in large lot developments.
5. A complete Community Center in Calistoga.

This portion of the Calistoga Sub-Community has been divided into two neighborhoods, as follows: 1 Urban-Suburban, 1 Suburban.

These neighborhoods were designed in accordance with the general plan standards.

Ultimate plan population figures were computed on the basis of 65% of the gross area for residential uses representing: 4 to 5 families per acre in the Urban neighborhood, and 2 families per acre in the Suburban neighborhood, and in each case one family representing 3 persons.

The neighborhoods are identified by geographic location designations.

---

CALISTOGA SUB-COMMUNITY URBAN  
NEIGHBORHOODS (Table 5)

---

Neighborhood Symbol	SE	NW
Neighborhood Type	Urban-Suburb.	Suburban
Primary Uses	Residential Central Services	Residential
Ultimate Plan Population	3,500	3,500
Existing & Future Facilities:		
Shopping Center	1	2
School Playground comb.	2	2
Park or Playground	1	1
Fire Station	1	0

---





# City of CALISTOGA

## MASTER PLAN UNITS: SCHOOLS & PUBLIC BLDGS, PARKS & RECREATION, LAND USE

### FUTURE PREDOMINATE USES

- CENTRAL COMMERCIAL
- INDUSTRIAL
- RESIDENTIAL
- MULTIPLE FAMILY RESIDENTIAL
- AGRICULTURAL WATERSHED or MARGINAL LANDS

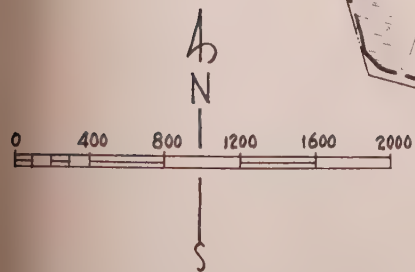
### FUTURE COMMUNITY FACILITIES

- PARK
- SHOPPING CENTER
- ELEMENTARY SCHOOL (NO. OF UNITS) & PLAYGROUNDS
- NEIGHBORHOOD BOUNDARY
- PARKWAY

### EXISTING FACILITIES

- SCHOOL or PUBLIC BLDG.
- PUBLIC OWNED RECREATION AREA

- ① CITY HALL
- ② ELEM. SCHOOL - 2 UNITS
- ③ FIRE HOUSE
- ④ HIGH SCHOOL
- ⑤ LIBRARY
- ⑥ MUNICIPAL PARKING LOT
- ⑦ NAPA CO. FAIR
- ⑧ PARK
- ⑨ POST OFFICE
- ⑩ SEWAGE FARM
- ⑪ SWIM. POOL



*The Master Plan Project*

*Napa County, California*

*james m. campbell  
planning consultant*



The St. Helena-Calistoga Community areas contained within the "Urban" portions of the St. Helena and Calistoga Sub-Communities have been described on preceding pages.

These urban portions are the central service and population centers of their respective Sub-Communities, which are further described, as follows:

a. St. Helena Sub-community.

Type: Rural.

Primary Uses: Residential, Agriculture, Recreation.

Ultimate Plan Population: 16,000 to 20,000 persons.

This total area includes high quality valley - agricultural lands which are designed to remain in intensive agriculture use, fine recreational areas, and hill lands suitable for grazing and light agricultural uses. The area has been further divided for land use planning purposes into Special Sub-Communities, as follows:

1. Pope Valley and Chiles Valley Special Sub-Communities:

These are light agriculture areas which are designed to remain in such use, with some recreation uses, and with low population density and minimum service facilities.

2. Oakville and Rutherford Special Sub-Communities:

These are intensive agricultural use areas designed to remain as such, with moderate residential and service facilities expansion and agricultural handling and processing plant developments at the two service centers, Oakville and Rutherford.

b. Calistoga Sub-Community.

Type: Rural

Primary Uses: Residential, Agriculture, Recreation.

Ultimate Plan Population: 10,000 to 15,000 persons.

This total area contains the northern end of the Napa Valley and extends up the mountain slopes to the ridges in the west, north and east. It has rich valley and foothill lands which are designed to remain in such uses so long as is possible, with development emphasis on residential and recreation expansion to utilize assets of climate, natural beauty and natural recreation features.

c. Angwin-Sanitarium Sub-Community

Type: Rural







# The Master plan project

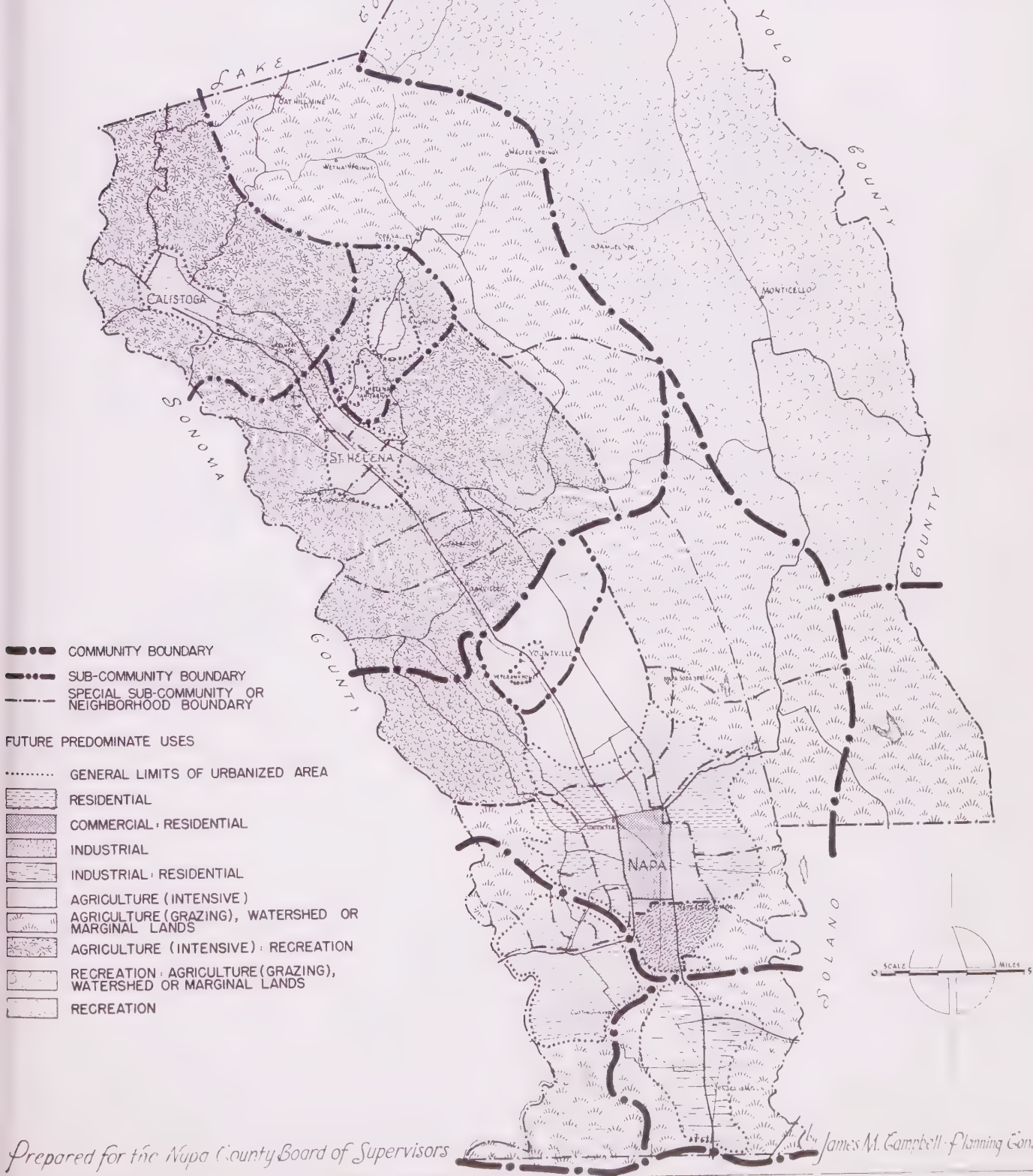
# Napa County, California

## MASTER PLAN of LAND USE

Including:

County of Napa &  
Cities of: Napa  
St. Helena,  
Calistoga

Glyde Cassidy: Director of Planning  
R.D. O'Neill: County Engineer, Road Comr.





Primary Uses: Residential, Institutional, Recreation.  
Ultimate Plan Population: 8,000 to 12,000 persons.

This is a scenic area located in the hill and mountain area above the valley floor. The population and service centers at Angwin and Sanitarium are related to institutional uses, and are developing as rural residential areas because of the scenic and recreation appeal. The area is designed to develop as a rural residential and recreation area with portions in high quality estates, and with expansion of the two service centers.

#### 5. Monticello Community.

This community, containing the northeasterly portion of the County, is entirely mountainous except for Berryessa Valley and several other smaller mountain valleys. Uses in the area are light agriculture, with some intensive agriculture in the valleys primarily for stock grazing and feed, and non-intensive recreation. In the past several mines were operated in this region and hot springs resorts were developed.

With the construction of the Monticello dam and creation of Berryessa Lake the character of the area will be changed very substantially. The town of Monticello and its service facilities will be eliminated with the flooding of the Berryessa Valley. Agricultural uses will be reduced to grazing on the higher elevations, and a great new recreation attraction will be created.

Future land uses around the lake are designed to be recreation resort and residential uses, with service centers at access points along the westerly and northerly lake shore.

Population will vary somewhat with the recreation seasons, and facilities will be designed accordingly. Due to this condition, and anticipated heavy use by non-residents during summer seasons, State assistance in recreation service facilities is proposed.



## II. MASTER PLAN OF STREETS AND HIGHWAYS.

### A. PURPOSE OF THE PLAN.

The Master Plan of Streets and Highways is a comprehensive, long-range general plan for the physical development of surface transportation facilities for motor vehicles in Napa County and the Cities of Napa, St. Helena and Calistoga.

The Plan indicates general locations proposed for various classifications of streets and highways, and designates widths and improvement standards for each. It is intended to serve as a flexible guide for the development of an ultimate comprehensive system of traffic ways.

This plan, adopted by resolution of each legislative body concerned, should be effectuated in stages as needs develop through normal processes of dedication and acquisition. Future extensions, realignments and widening may be insured by the establishment of Set-back and Official Plan Line procedures adopted by ordinance.

Stage development is based on needs to be generated by an ultimate population in excess of 300,000 persons, as projected and located in the Land Use element which should be considered and referred to as a basic guide in highway stage development.

A primary purpose of the plan is to insure a traffic facilities system which will:

1. Be safe and efficient.

2. Be economic, permitting stage development and planned capital improvement programming.

3. Give advance notice of locations for the benefit of land owners and developers.

4. Permit future route locations to be kept clear of improvements, and prevent costly waste in needless demolition.

5. Consider and provide for terminal facilities and parking in the total plan.

6. Permit a desirable end result of adequate facilities to serve ultimate needs within economic capabilities.

### B. METHOD OF DEVELOPMENT.

The Master Plan of Streets and Highways was based upon intensive research and survey data, and careful analysis of such data





as it related to vehicular traffic requirements for the future.

Basis survey data included the following:

1. Analysis of the population and economic development potentials revealed in the Economic Survey, Part 1 of the Master Plan Project.
2. Analysis of the traffic facilities requirements for the future as indicated by the various land use density and development type patterns set forth in the Master Plan of Land Use.
3. Analysis of the findings of an intensive Road and Highway Inventory survey which provided a complete picture of existing traffic carrying facilities, and their condition and efficiency for the present and the future.
4. Analysis of past and current volumes of vehicular traffic being carried by the various units of the present road system.
5. Analysis of the pattern of traffic accident types and locations throughout the County.
6. Analysis of problems resulting from current congestion in urban areas due to poor basic systems, inadequate rights-of-way, lack of sufficient off-street parking, etc.
7. Analysis of State Highway plans for future improvements on State routes.

The Streets and Highways element was closely related to the Land Use, Parks and Recreation and Schools and Public Buildings elements to insure that all features of all elements, and the traffic they will generate, were properly provided for in the progressive development of all elements.

It was found that, in this planning area which constitutes a valley enclosed by mountains and a southerly water barrier, the original traffic ways related to topography were realistic and in most cases should continue to serve as primary routes. The same is generally true of city streets, which will continue to comprise the basic system with progressive improvements and extensions to be added as required.

Consideration was given to the possibility of future service to the area by a mass transit system extending from the San Francisco metropolitan area. However, the plan was developed with no reliance on such possible service for local traffic relief.

The Plan was developed to serve as a general guide for the provision of facilities, and with the expectation that periodic reviews and minor revisions will preserve its validity and perpetuate its usefulness.



## C. EXISTING STREETS AND HIGHWAYS SYSTEM.

Napa County and the three Cities have average existing street systems with the normal deficiencies and problems. Growth will exaggerate the deficiencies, but the greater part of total new construction will be provided by the private developers of land and by the State Division of Highways.

Local jurisdictions will have the responsibility and burden of correcting deficiencies on existing routes.

### 1. Street and Highway Mileage:

Total mileage figures change with the addition of each new section of subdivision street. The following are figures for the year 1952, and were used in the plan studies.

State Highways, total in County:		117.9 miles
Napa County: Primary, 150.6		
Secondary, 339.9		
Total		490.5 miles
Napa City:	Major	16.9
	Other	45.4
Total		62.3 miles
St. Helena:	Major	2.7
	Other	8.1
Total		10.8 miles
Calistoga:	Major	2.8
	Other	4.7
Total		7.5 miles

State Highway Mileage in: Napa, 3.7 miles, St. Helena, 2.1 miles, and Calistoga, 3.0 miles.

### 2. State Highways:

All State Highways within the County are now, or are proposed to be constructed to Freeway standards except for urban sections within Cities, and the following:

Sign Route 28, east from Rutherford.  
Sign Route 28, north from Calistoga.



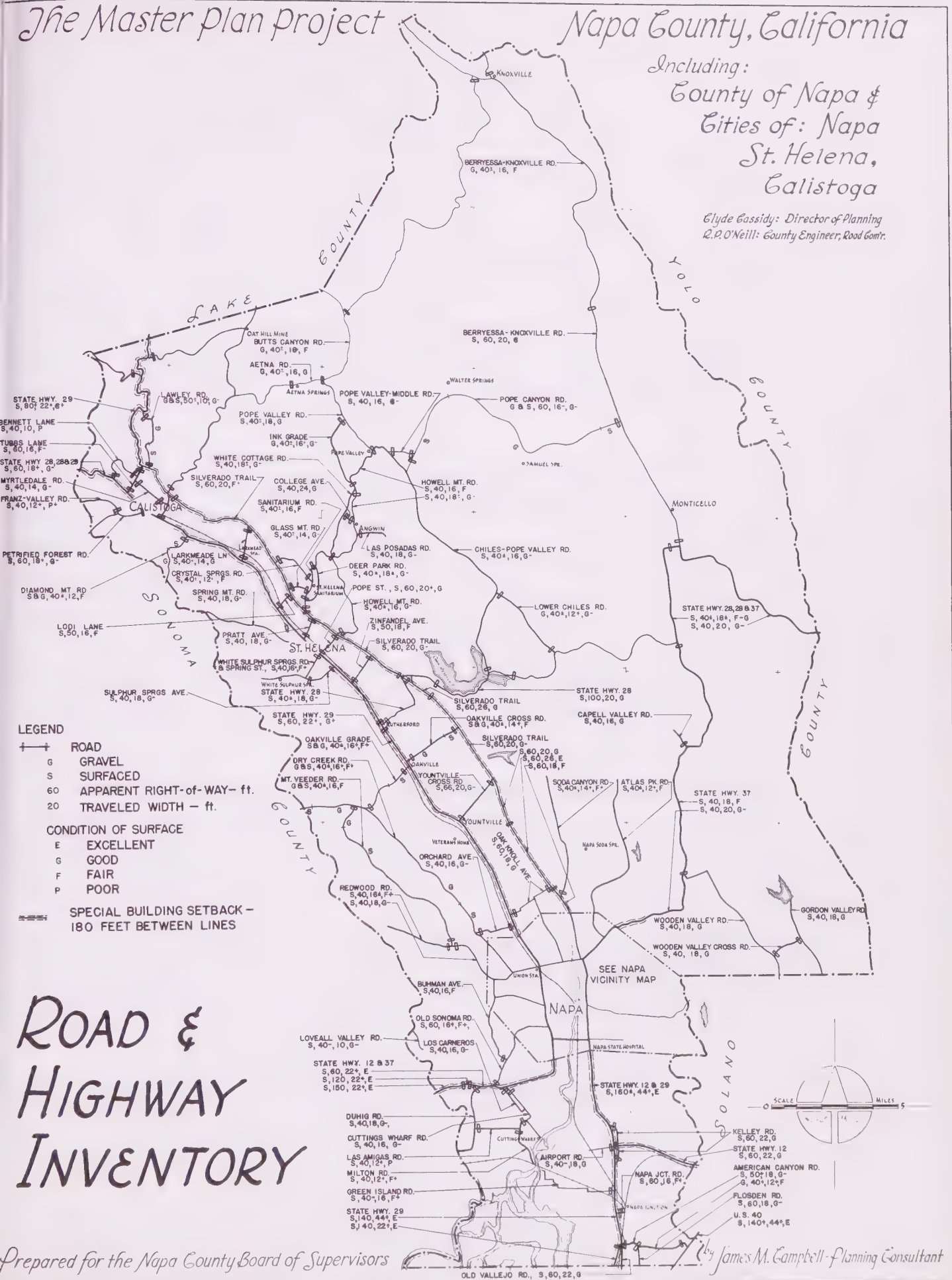


*Napa County, California*

*Including:*

County of Napa &  
Cities of: Napa  
St. Helena,  
Calistoga

*Glyde Cassidy: Director of Planning*  
*R.P. O'Neill: County Engineer, Road Com'r.*





### 3. Existing Set-back Lines:

The following set-back lines to provide for future widening are presently established by ordinance.

Napa County Set-back Lines: 90 feet each side of center line.

- a. State Sign Route 29
- b. State Sign Route 12
- c. State Sign Route 28 north of Calistoga
- d. State Sign Route 37 from Napa City limits to two miles north-east of Vichy Springs Road.
- e. Silverado Trail, entire length in County.
- f. Deer Park-Sanitarium Road, Silverado Trail to Sanitarium.
- g. Redwood Road, State Route 29 to Browns Valley Road.
- h. Lincoln Avenue, protected for 84 foot width.

Napa City Set-back Lines:

- a. First Street, protected for 80 foot width from: Silverado Trail to Napa Creek Bridge - Franklin Street to "Freeway".
- b. Jefferson Street, protected for 90 foot width from: Napa Creek Bridge to north City limits.
- c. Lincoln Avenue, protected for 84 foot width from: "Freeway" to east City limits.

### 4. Street and Traffic Conditions:

Streets and roads are in generally good condition, with most rights-of-way of minimum standard or better width, and most rights-of-ways containing hard-surfaced travelled way. The Road and Highway map shows details of right-of-way, surfaced way, condition of pavement and structures, etc. for the entire County road system.

Traffic congestion is increasing rapidly in a few urban area locations, and this condition will continue as a normal urban situation, even with periodic relief measures constructed. At present, the most serious congestion occurs during peak traffic hours at points in Napa, due largely to lack of sufficient off-street parking and several minimum width street sections.

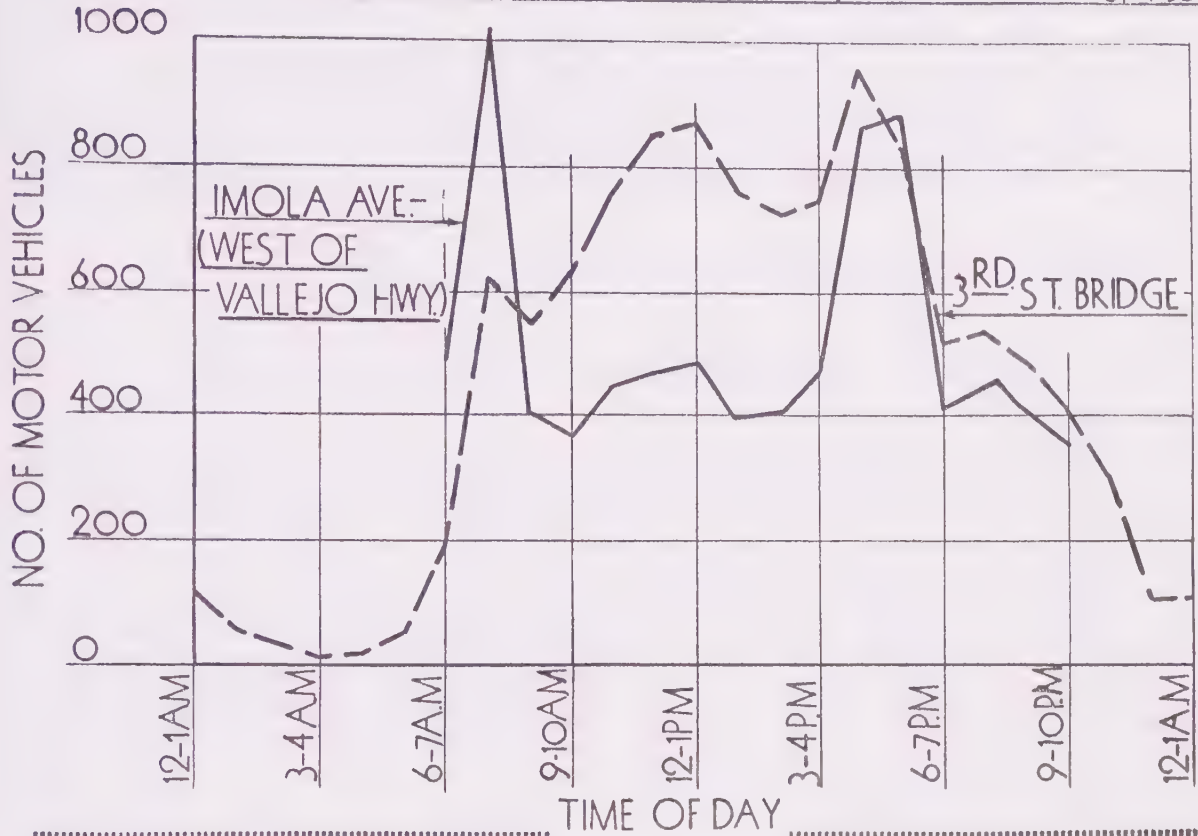
Through traffic, primarily recreation traffic during week-ends and summer vacation seasons, is having an increasing effect on congested urban sections through which it passes. This traffic will increase rapidly in volume in the future.

Traffic volume figures taken from the traffic count computations and converted to graph form (Table 6) show hourly volume variations at locations in Napa and total volumes increases at select County locations.



## HOURLY TRAFFIC COUNTS

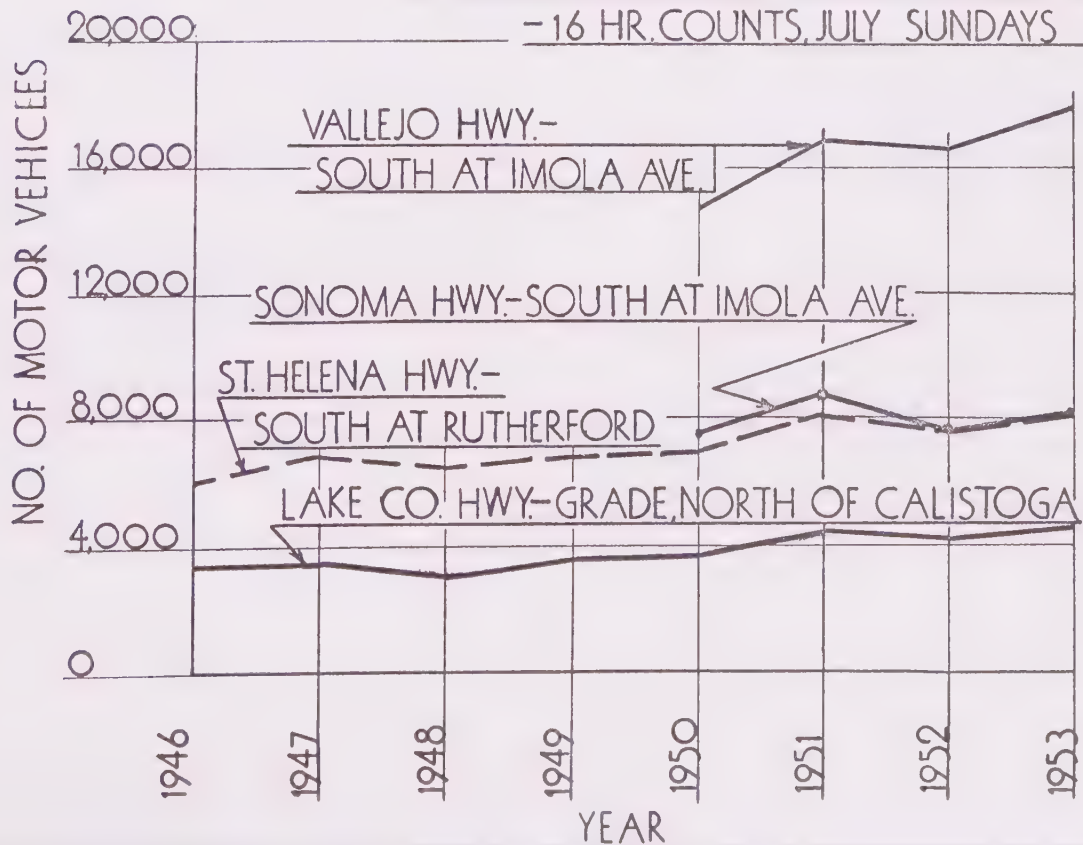
AT SELECTED STATIONS, NAPA, MONDAY JULY 13, 1953



## TRAFFIC FLOW TRENDS

AT SELECTED STATIONS, NAPA COUNTY

- 16 HR. COUNTS, JULY SUNDAYS







Traffic count figures related to population figures showed that an increase of 10% in population results in an increase of about 13% in traffic volumes.

Maximum traffic volumes recorded showed about 18,000 vehicles per day on the Vallejo highway, south of Imola Street in the County area, and about 12,000 cars on the Third Street Bridge in Napa City. Highest one hour count at the latter location exceeded 1,000 vehicles.

Additional traffic count data appears in Appendix I of this Report.

Traffic count figures related to population give a clue to future volumes, as follows:

Ratio of present population to registered vehicles: 1 to 2.2  
 Future population of 300,000: About 130,000 vehicles.

#### 5. Traffic Accidents: (Records of 1952)

	<u>Fatal</u>	<u>Injury</u>	<u>Total</u>
Napa County (unincorporated area)	14	125	139
Napa City ( incorporated area)	2	36	38
St. Helena (incorporated area)	0	5	5
Calistoga (incorporated area)	0	0	0
Total	<u>16</u>	<u>166</u>	<u>182</u>

Accident locations by types of accidents in the County area are shown on the Accident Location Map.

#### 6. Terminal Facilities, Parking:

##### a. Napa City.

As of May, 1953, there were in Napa, 564 metered curb parking spaces, 53 special time zone curb spaces, and \* 477 off-street parking spaces.

\* 205 city maintained, 272 private.

<u>Occupancy of Spaces</u>	<u>1951</u>	<u>1953</u>
Metered curb spaces	73%	79%
Municipal parking lot	72%	87%
Private off-street spaces	----	75%



*Napa County, California*

County of Napa &  
Cities of: Napa  
St. Helena,  
Calistoga

☒ FATAL ACCIDENT  
☐ PERSONAL INJURY ACCIDENT  
☒ NUMBER OF ACCIDENTS AT LOCATION  
☒ NUMBER OF ACCIDENTS APPROX. LOCATION

# ACCIDENT LOCATIONS

*by James M. Campbell - Planning Consultant*





The preceding figures show that the parking situation in downtown Napa was just short of critical at the date of the survey, and this is further illustrated by the fact that, of 72 parking blocks surveyed, 25 were fully occupied by parked cars.

Provision of substantial off-street parking in the central area is urgently required, and an immediate active program for acquisition and improvement of site is imperative. A special report on this matter was prepared and submitted independently of this Master Plan Report.

Parking in neighborhood and outlying community service areas must be required by Zoning and other regulations as development in such locations takes place.

#### b. St. Helena

There are metered curb spaces and a few private off-street spaces in the business district, and no critical situation has developed. This is a temporary situation, and must be recognized as such.

#### c. Calistoga.

There are metered curb spaces, a few private off-street spaces, and about 29 spaces in a small municipal lot. Here also the situation is not critical but will become so unless early measures are taken to provide for future requirements.

### D. PRINCIPLES AND STANDARDS.

The Master Plan of Streets and Highways was designed to:

a. Provide a sound and orderly guide for the development of a system of streets and highways facilities to serve the ultimate requirements of the County as such requirements are envisioned in the various Master Plan elements.

b. Provide facilities in relation to economic benefits to be developed and to types of traffic to be served, in addition to total volumes of traffic to be served.

c. Give full recognition to land use classifications and preserve the character of each such classification.

d. Provide for both through traffic and local traffic with adequate services for each, and separation of the types where possible to avoid conflict and overloading.

e. Recognize parking of vehicles as a part of the process of moving traffic from place to place with temporary pauses along the way.



f. Include parkway treatment of some routes where conditions are favorable to preserve and promote enjoyment of natural scenic features.

Standards for design of the Plan were developed through the use of various criteria such as:

a. One motor vehicle to each 2.2 persons at present, with the ratio of cars to persons expected to increase in the future.

b. Eight vehicle movements per household per day generated in areas not served by local shopping and other such service facilities.

c. Four to six vehicle movements per household per day generated in areas with local service facilities.

d. Estimated Traffic, Lane Requirements:

(1) Two-lane roads: 10,000 to 12,000 vehicles per day.

(2) Four-lane roads: 18,000 to 22,000 vehicles per day.

The above is based on assumed peak hour volumes of not more than 15% of daily total volumes.

Right-of-Way and Improvement Standards:

Type I. State Highways, Freeways.

A. 4-lane, divided: 142 feet plus.

A. (Modified) Urban section: 84 feet plus.

B. 2-lane (expandable): 100 feet plus.

Type II. City and County Streets and Roads.

A. 4-lane Major: 84 feet minimum.

B. 2-lane, secondary: 60 feet minimum.

C. 2-lane, collector: 60 feet minimum.

D. 2-lane, Minor: 56 feet (variable).

Type III. Local Parkway.

Right-of-way variable to fit local conditions and to include area from road to paralleling creek bank or other natural features, etc.

Off-Street Parking Standards.

a. For new commercial centers: 2 to 4 square feet of parking for each square foot building coverage.

b. For central business districts: 1 parking space for each 40 to 60 persons in immediate trading area.



## E. FEATURES OF THE STREETS AND HIGHWAYS PLAN.

### 1. State Highways, Mountain Areas.

The basic system is sound and logical, with due consideration to natural topographic controls. No major changes in the mountain portions of the system are proposed other than progressive minor re-alignment and widening as will be required with future area development, except:

a. Relocation of Sign Route 28 around southerly end of Lake Berryessa, and high standard 2-lane reconstruction.

b. Construction of a high standard 2-lane road from Route 28 northerly around the lake and either southerly along the lake shore to rejoin Route 28 in Yolo County, or easterly from the Knoxville-Berryessa Road to a connection with Sign Route 16 at Crooks in Yolo County. Difficult terrain will force careful cost studies of such routes.

c. Possible relocation of Sign Route 28 east of Rutherford to follow a substantially straight line to the Silverado Trail and on easterly through the draw to rejoin the present alignment east of Conn Dam.

### 2. State Highways, Valley Area.

Napa Valley portions of the systems proposed for future changes or major improvements are:

a. Sign Route 29. 4-lane divided freeway from south County line to Calistoga, with rights-of-way to contain ultimate 6-lane development from south County line to north of Napa urban area. By-pass sections are proposed at St. Helena and Calistoga, and realignments at Yountville, Oakville and Rutherford. Development of not less than high standard limited access sections is proposed northerly from Calistoga on Routes 28 and 29.

b. Sign Route 12. 4-lane divided freeway, with future connection from "Stewarts Curve" easterly across the Napa River to a connection with Sign Route 29.

### 3. County Roads and City Streets, Proposals:

a. Silverado Trail. Develop total length to not less than high standard two-lane road with parkway treatment along creek bank and wooded hillside sections.

b. Foothill Boulevard. Proposed new continuous route to not less than high standard two-lane road, to extend along westerly foothills from Foster Road southwest of Napa to the State Highway at Pratt Avenue in Calistoga. This route will overlie and connect several





The Master plan project

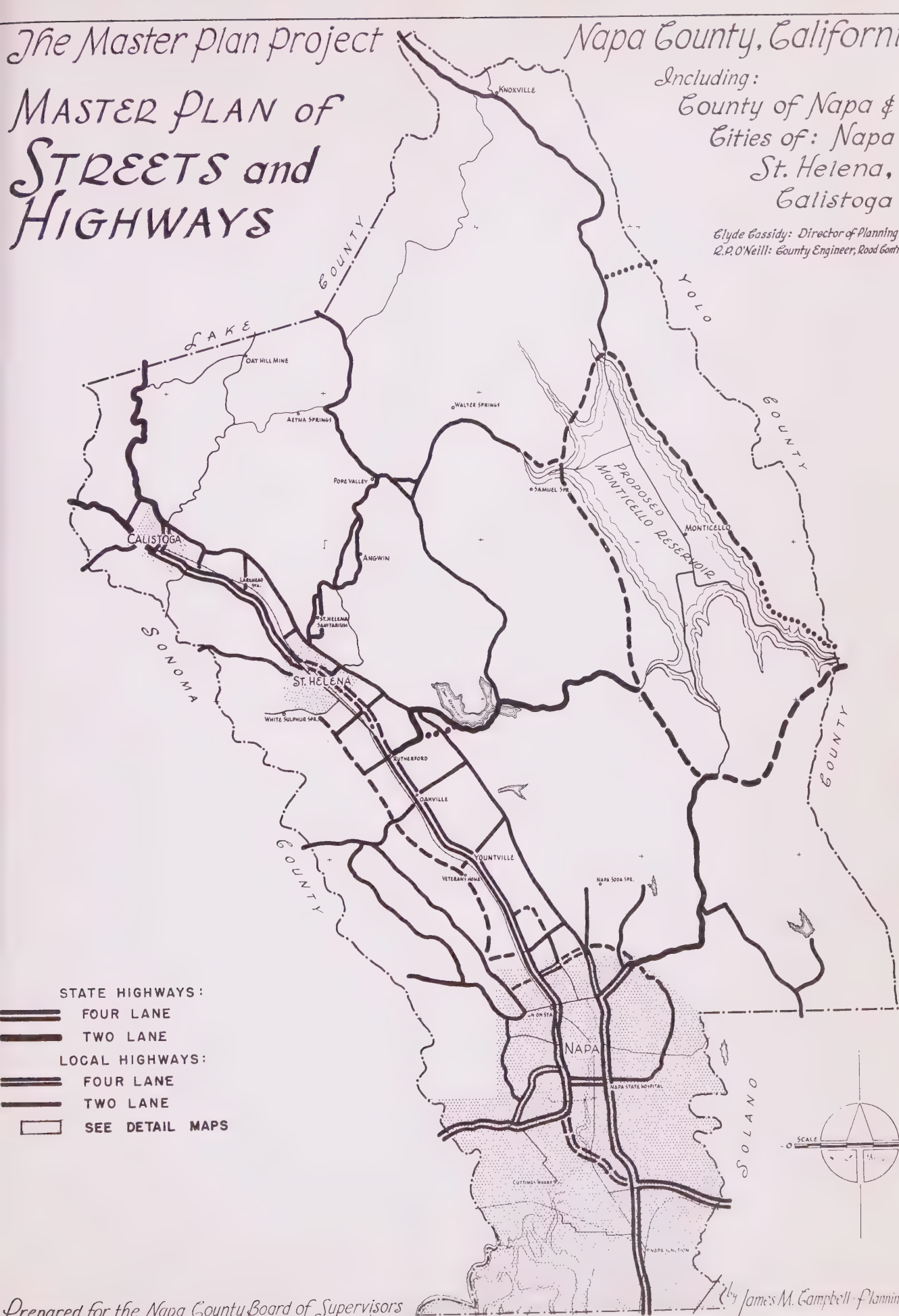
Napa County, California

# MASTER PLAN of STREETS and HIGHWAYS

Including:

County of Napa &  
Cities of: Napa  
St. Helena,  
Calistoga

Elyde Cassidy: Director of Planning  
R.P.O'Neill: County Engineer, Road Comr.






# COMMUNITIES OF CARNEROS, SOSCOL, NAPA (SOUTHERN PORTION)

## MASTER PLAN UNIT: STREETS & HIGHWAYS


STATE

 FREEWAY, CONTROLLED ACCESS, 4 LANE

 GRADE SEPARATION STRUCTURE

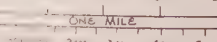
LOCAL

 COUNTY, MAJOR ST., 4 LANE

 " " , SECONDARY, 2 LANE

 " " , COLLECTOR, 2 LANE

 " " , PARKWAY, 2 LANE

SCALE  CHAINS  
0 20 40 60 80  
FEET  
0 2000 3000 4000 5000





existing road rights-of-way, and should include parkway treatment wherever feasible.

Note: North-south through routes described above (Freeway, Silverado Trail and Foothill Boulevard) will provide a minimum of 8 moving lanes from the south County line to Calistoga, with a carrying capacity of about 50,000 vehicles per day. A minimum of four lanes on the State Routes north from Calistoga will carry about 25,000 vehicles per day. These routes will be supplemented in the future by additional collector and local service roads as development of the land area occurs. Adequate cross-valley road connections will be provided with improvements on existing routes and their connections to Silverado Trail and the proposed Foothill Boulevard.

c. A new north-south route with four moving lanes is proposed, as development in the areas justifies, to be located between Sign Route 29 and the Napa River and extending from Solano County northerly along the west side of the Napa Airport to a connection with Route 29 at Soscol.

d. A new two-lane route from Sign Route 48 in Solano County northerly, and east of Sign Route 29, to a connection with that Route and eventually on to meet Route 12.

Note: The two preceding routes plus six potential lanes on Route 29 provide a total of 12 lanes for the north-south traffic from Napa south with a carrying capacity of 70,000 to 80,000 vehicles per day.

e. Relocation of Airport Road to join Sign Route 29 at its intersection with Sign Route 12 on 84 foot right-of-way.

f. A new four-lane road from Sign Route 29 west along Green Island Road across the Napa River at Dutton's Landing and north-westerly along the west side of Carneros Creek, across Sign Route 12 and along Old Sonoma Road to Napa.

g. A future four-lane route southerly of, and generally parallel to Sign Route 12 from the Sonoma County line along the railroad line to intersect the proposed State Route extension west of Soscol.

Additional two-lane major and collector routes for area service are shown on the Master Plan Maps.

## F. NAPA CITY AND VICINITY.

The existing street system in the Napa urban area of the plan is generally satisfactory. The greater part of the future plan involves extensions and extra width as area development occurs.

Major proposed changes and additions are:



# NAPA COUNTY MASTER PLAN PROJECT

## NAPA VICINITY BASE MAP

JAMES M. CAMPBELL:  
PLANNING CONSULTANT



### LEGEND

- STATE**
- FREEWAY, CONTROLLED ACCESS, 4 LANE
  - HIGHWAY, URBAN SECTION, 4 LANE
  - GRADE SEPARATION STRUCTURE
- LOCAL**
- CITY & COUNTY, MAJOR ST., 4 LANE
  - " " " " SECONDARY, 2 LANE
  - " " " " COLLECTOR, 2 LANE
  - " " " " PARKWAY, 2 LANE

MASTER PLAN UNIT:  
STREETS & HIGHWAYS

0 400 800 1600 3200 4800 6400

**NAPA COMMUNITY** SOUTHERN PORTION SHOWN  
ON NAPA VALLEY MAP NO. 1





a. Development of the "Freeway" to four lanes divided and right-of-way for eventual six lane development. Interchanges are proposed as shown on the plan.

b. Development of Sign Route 37 to four lanes to its intersection with Vichy Avenue.

c. Development of Imola Avenue to four lanes with a four-lane bridge over Napa River. This improvement will be required prior to the State route connection from Soscol to "Stewarts Curve".

d. Development of the southerly portion of "Foothill Boulevard", utilizing existing rights-of-way and acquiring connecting parcels to insure eventual continuous alignment.

e. Development of Jefferson Street to four lanes, with extension to Salvador Avenue.

f. Development of a Napa River crossing route to connect Soscol Avenue with Trancas Avenue along the general line of Burnell Street and McKinstry Street as a four lane route, with a northerly extension across Trancas Avenue and Big Ranch Road to Salvador Avenue.

g. Re-location of Silverado Trail from a point near the confluence of the Napa River and Milliken Creek to extend north across the creek and Trancas Avenue. This proposed four lane improvement with parkway treatment would eliminate the present Trancas Avenue intersection and would include a future intersection with Salvador Avenue extended to Soda Canyon Road.

h. Development of a new two-lane route from the intersection of Soscol Avenue and Silverado Trail along Cayetano Creek to Coombsville Road at First Avenue, along First Avenue to Hagen Road, and a connection to Atlas Peak Road.

i. Development of a continuous two-lane route in eastern hill area including Imola Avenue, Fourth Avenue, Third Avenue, Olive Hill Lane with connection to Sign Route 37 and future extension to Atlas Peak Road and Silverado Trail at Soda Canyon Road.

j. Additional four-lane routes:

- (1) Old Sonoma Road and Sonoma Road.
- (2) First Street from Silverado Trail to Freeway, Browns Valley Road, "Foothill Boulevard".
- (3) Third Street, from Jefferson Street to Silverado Trail.
- (4) Coombsville Road, to Fourth Avenue.
- (5) Lincoln Avenue, from "Freeway" to Silverado Trail.
- (6) Redwood Road, from "Foothill Boulevard" to "Freeway".





(7) West Trancas Road and Trancas Avenue, from "Freeway" to Monticello Road.

(8) Future route from Trower Avenue and the "Freeway" parallel to and south of El Centro Avenue across Napa River to the junction of Silverado Trail and Hardman Avenue.

(9) Salvador Avenue and extension across Napa River to point near the intersection of Silverado Trail and Soda Canyon Road.

k. Various additional improvements proposed include:

Major Local Streets:

Coombs Street, Main Street, Laurel Street, Calistoga and Pearl Streets, Levee Street connected to Main, Cross Street connected to Ash, Hagen Road, Foster Road, Browns Valley Road, Redwood Road and Pueblo Avenue.

l. Collector and Service Roads include:

(1) Connections from West Lincoln Avenue to Linda Vista Avenue, and from West Lincoln Avenue to Browns Valley Road.

(2) Riverside parkway road from Napa north on west side of Napa River.

(3) Seminary Street connection from Pine to Elm Streets.

(4) Service roads on each side of the "Freeway" and utilizing rail-road right-of-way when abandoned.

(5) Southerly extension of Coombs Street as parkway along Napa River.

#### F. OFF-STREET PARKING, NAPA AREA.

This Plan proposes the following:

1. For new neighborhood and area shopping center developments, a 2 to 1 ratio of on-site parking to building coverage as a minimum requirement.

2. A similar basic requirement for professional and administrative office developments.

3. The above and similar requirements to be applied and periodically reviewed in zoning ordinance and other regulatory measures.

4. Central business area parking lots planned within and at the fringes of the area on spacing of 600 to 1,000 feet with regard to major street access. Municipal lot space requirements for the future range from 2,500 to 4,500 spaces, depending upon the number of private spaces which may also be provided. Private spaces should be encouraged, if not required, in the central area. Lots should be acquired with consideration of possible multiple level construction.



## G. ST. HELENA AREA STREETS.

The basic street pattern in St. Helena is generally satisfactory. Improvements will be required as the City area grows and development becomes more intensive, as follows:

1. Relocation of proposed State Freeway from the present highway location to a parallel line to the north and east. Interchanges are proposed at:

- a. South approach, one-half mile south of Zinfandel Avenue.

- b. North approach, 1,000 feet south of north City limits.

- c. With a limited access highway development, additional intersection points would be at Pratt Avenue, Pope Street, and the extension of Sulfur Springs Avenue.

2. Ultimate improvement of Main Street to four lanes.

3. Construction of northerly section of "Foothill Boulevard", two lanes, along portions of Sulfur Springs Avenue and Spring Street and northeasterly across Spring Mountain Road to its terminus in Main Street near Pratt Avenue.

4. Extensions and improvements along a route from "Foothill Boulevard" to and along Scott Street, Allyn Avenue, Crane Avenue and southeasterly to and across Sulfur Springs Avenue.

5. Two lane major street improvements include all or portions of Spring Mountain Road, Spring Street, Pratt Avenue, Pope Street, Silverado Trail (county).

6. Various collector and local service road improvements and extensions are included in the Plan.

Future off-street parking requirements for St. Helena are estimated to be 400 or more spaces when central area approaches ultimate development.

## H, CALISTOGA AREA STREETS.

Like the rest of the County, Calistoga has a street system which is generally sound and adaptable to the normal extensions and improvements which future growth and development will require.

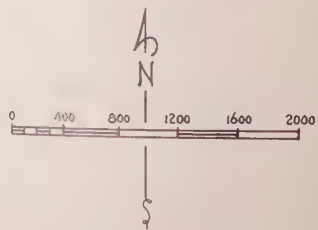
Major changes and extensions shown in the Master Plan are:

1. Four lane freeway development on Sign Route 29 from





# City of ST. HELENA



## MASTER PLAN UNIT: STREETS & HIGHWAYS

### CITY STREETS AND COUNTY ROADS

EXISTING	PROPOSED	
	A	4 LANE
	B	2 LANE
	C	2 LANE (Collector)
		PARKWAY

*The Master Plan Project*




*Napa County, California*

*Prepared by  
J.M. Campbell*

# MASTER PLAN UNIT: STREETS & HIGHWAYS

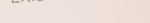
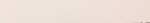


## TYPE I STATE FREEWAYS, EXPRESSWAYS:

EXISTING PROPOSED

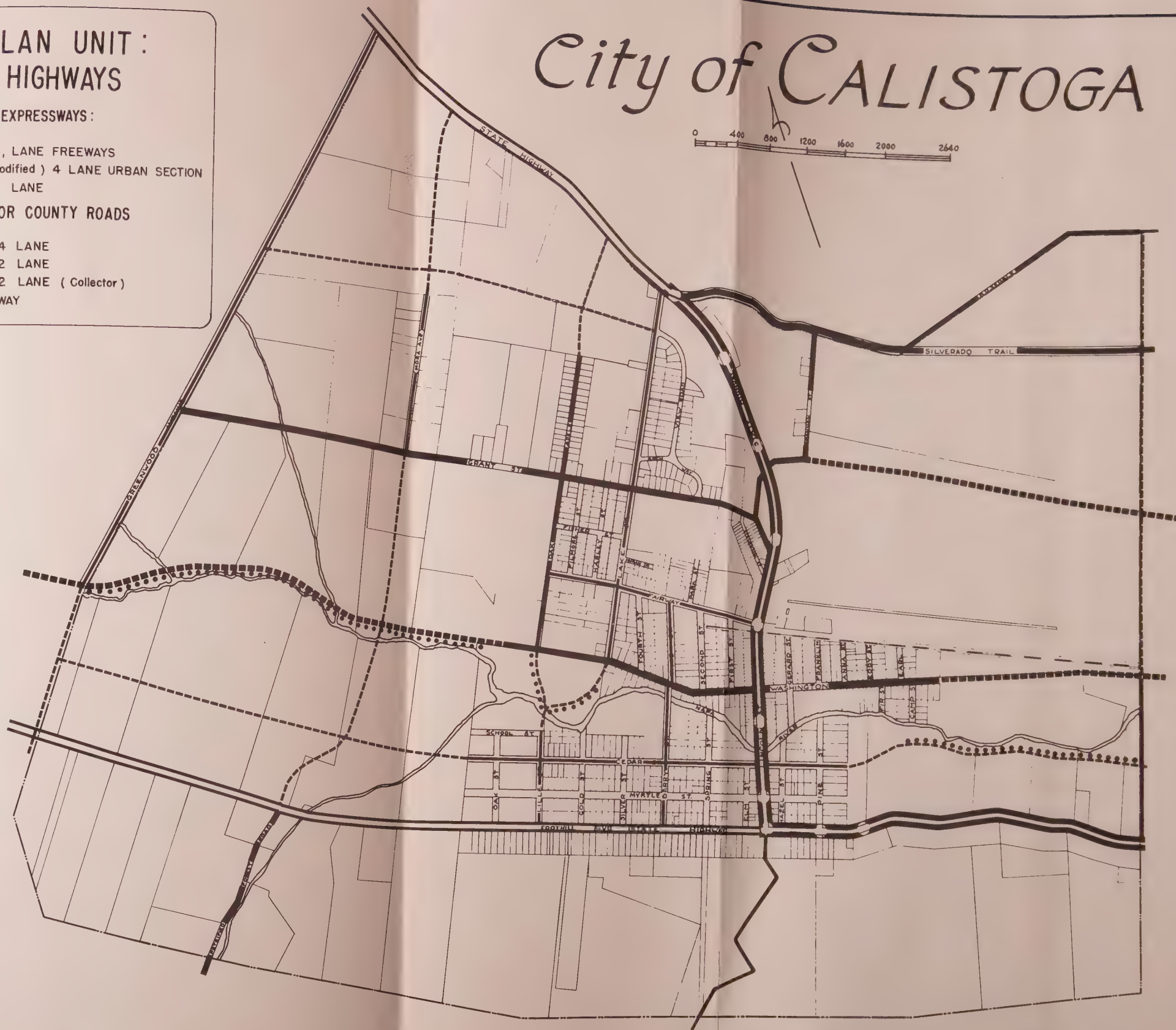
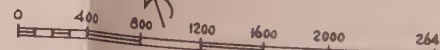
-  A - 4, LANE FREEWAYS
-  A ( Modified ) 4 LANE URBAN SECTION
-  C - 2 LANE

## TYPE II CITY STREETS OR COUNTY ROADS

EXISTING PROPOSED

-  A - 4 LANE
-  B 2 LANE
-  C 2 LANE ( Collector )
-  PARKWAY

# City of CALISTOGA



*The Master Plan Project*

*Napa County, California*

*james m. campbell*  
planning consultant





the south to Lincoln Street.

2. Two lane high standard on Sign Route 28 north from Calistoga.

3. Future four lane improvement on Lincoln Street.

4. Provision for high standard two lane development in the future on Tubbs Lane and on Dunaweal Avenue. These routes are outside the City, and may not be required to be improved for major traffic service for many years.

5. Extension of Washington Street with two lane construction northwesterly across intersection with another proposed road extension as shown on the Plan.

6. Extension of Brannan Street, two lanes.

7. Other major two lane streets: Grant Street, Wapoo Avenue, Petrified Forest Road, Silverado Trail.

8. Collector and service roads, two lane, are:

a. Extension of Greenwood Avenue to Sign Route 28.

b. Route running from Petrified Forest Road to Sign Route 29 and running northwest of Fair Grounds to connection with Oak Street.

c. Extension of Cedar Street.

d. New route between Sign Route 29 and Grant Street.

#### Calistoga Off-Street Parking Requirements;

The City will require about 200 spaces in the central business area to meet the ultimate requirements.

### III. MASTER PLAN OF PARKS AND RECREATION.

#### A. PURPOSE OF THE PLAN.

The Master Plan of Parks and Recreation was designed to provide a long-range, comprehensive guide for the acquisition and development of park and recreation sites and facilities by Federal, State and local agencies to insure the greatest possible utilization of natural recreation assets and to fulfill recreation requirements in all areas of the County for the use and enjoyment of local citizens and visitors.





Natural features of unusual beauty and interest are found throughout Napa County, which has been known as a recreation and vacation center for the past hundred years.

It is essential to develop a program for acquisition of Plan sites at the earliest date to avoid the otherwise inevitable loss of sites which have great recreation and economic value. Development of sites is proposed to be geared to requirements as the County grows to its potential of more than 300,000 persons.

## B. METHOD OF DEVELOPMENT.

Data developed in the Economic Survey part of the Master Plan project revealed many recreation possibilities. These were further explored in the development of the Land Use Plan element.

Further detailed surveys and studies of existing park and recreation facilities and undeveloped potentials for both public and private development in the future produced the material from which the Plan was constructed.

The Land Use Plan element provided the factual data for locating sites and types of facilities in direct relation to other land uses and to population units and their requirements.

## C. EXISTING PARK AND RECREATION FACILITIES.

From its earliest days Napa County has been known as an area of beautiful wooded mountains enclosing a fertile valley watered by the Napa River and numerous smaller streams. The ideal climate and natural beauty were supplemented by added attractions such as fine hunting and fishing, hot springs, geysers, etc. Early developments such as vineyards, wineries and mining operations added to the scenic and historic interest.

Earliest recreation facilities were resorts and hotels located at the mineral springs and geyser locations at St. Helena, Calistoga and other places in the valley and surrounding mountains. The trend of private development of recreation areas has continued to the present time, and had until recently supplied most needed facilities.

Increased population generated a need for neighborhood and local service parks and playgrounds, fair grounds and area parks. At present, school playgrounds and City parks are serving local needs and a program of State Park and reservoir recreation development is well under way. Private recreation parks, golf courses, riding stables and other such activities continue to fulfill a substantial part of the area needs.



## D. STANDARDS AND CRITERIA.

1. The Park and Recreation Plan should anticipate the ultimate requirements of the County for recreation sites and facilities.

2. The Plan should fully recognize the benefits of recreation and the preservation of scenic and historic sites from values related to aesthetics, physical and mental health, pleasant use of leisure time, and the very real economic value in property values, retail sales and services, and tourist trade in the area. The Plan is based strongly on the fact that recreation development is one of the strongest economic assets of Napa County.

3. Both public and private recreation activities should be recognized as desirable and necessary, with public enterprise given full encouragement and private projects rounding out the total plan.

4. Regulatory measures such as Zoning should provide protection to scenic and recreation areas, and regulate unsightly structures in and adjacent to such areas and along their approach roads.

5. Access to scenic, historic and public recreation development areas, and along river and lake frontages should be provided with parkway or other attractive treatment.

6. The Napa River should be preserved and protected as a natural recreation and boating feature, with channel maintenance below the Third Street Bridge.

7. Several large natural mountain, lakeshore and marsh areas should be preserved by Federal or State agencies for public use. Reservoir and other water features are particularly desirable for regional enjoyment.

8. Other smaller sites to serve "Communities" of the County should be provided by the County.

9. Small parks and playgrounds should be provided for immediate area use in accordance with the neighborhood service units of the Master Plan. These should be located adjacent to school grounds wherever possible to fully utilize the recreation features of both schools and parks.

10. Wayside parks along highways and parkways are particularly desirable in Napa County, with numerous suitable sites still available.

11. Development of the Napa County unit of the State Riding and Hiking Trail system should be encouraged.



The Parks and Recreation Plan was developed with the following standards as guides:

1. Total recreation land requirement for County:

One acre per 100 families. This rather high standard may be attained by including extensive marsh area wildlife reserves, State Forest and State Park areas, Federal and local water project areas, etc. Such high acreages will be required to accommodate the heavy seasonal influx of visitors expected from the Bay Area.

2. "Community" parks should contain from 20 to 100 acres and be developed with facilities to serve up to 50,000 persons. Community centers, libraries, fire stations, post office sub-stations, etc. may be located within or adjacent to these sites, and swimming pools, lighted ball parks, family picnic areas and other major recreation facilities are proposed in each such park shown on the Plan.

3. "Sub-Community" parks should contain from 10 to 20 acres, and complement new high school facilities wherever possible. These may contain such facilities as field houses, swimming pools, soft ball diamonds and tennis courts.

4. "Neighborhood" parks of from 5 to 10 acres should be located in Land Use Plan neighborhoods wherever possible, and within walking distance of all homes served. These should be equipped primarily for smaller children, with playground equipment, etc.

5. Desirable "Special Types" of parks or recreation features which are proposed in the Plan are: Boat harbors, fair grounds, stadiums, cultural centers, golf courses, riding stables, riverside strip parks, and,

"Passive Use Areas" such as marshland waterfowl refuges, historic monuments, parkways and wayside parks, State forests, etc.

E. FEATURES OF THE PARKS AND RECREATION PLAN.

1. Napa County Units.

The County area of the Plan includes the following:

a. Stevenson Memorial, State Park on Mt. St. Helena; recommended for expansion and greater development for public use.

b. Las Posadas State Forest; recommended for transfer in whole or part to State Park system for development and use as park.

c. Paradise Park area; proposed for acquisition and





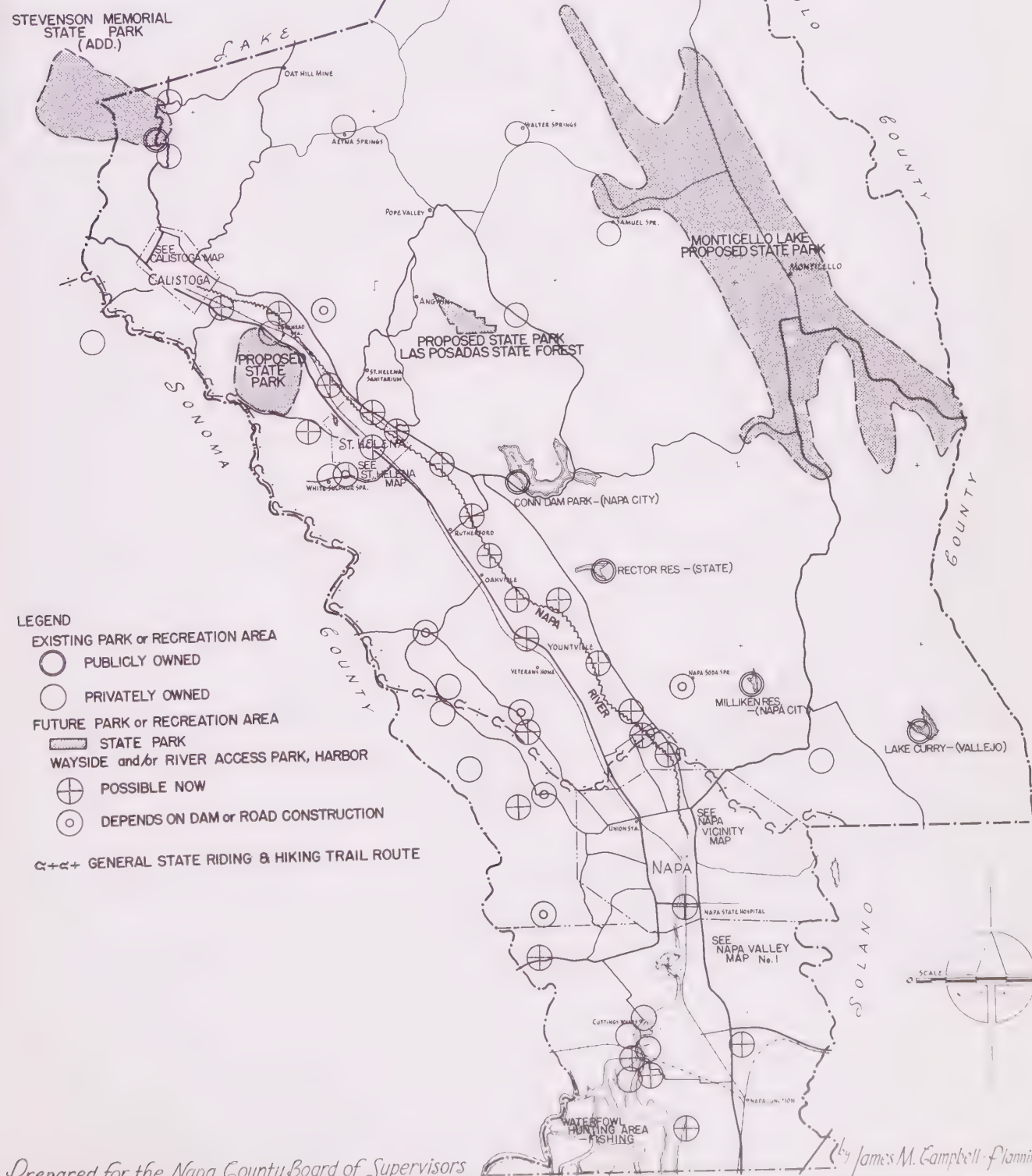
## MASTER PLAN of PARKS and RECREATION

Including:

County of Napa &  
Cities of: Napa  
St. Helena,  
Calistoga

Elyde Cassidy: Director of Planning  
R.P.O'Neill: County Engineer, Road Comr.

STEVENSON MEMORIAL  
STATE PARK  
(ADD.)





development as a State Park.

d. Redwood Canyon; this area, including the headwaters of Redwood Creek is proposed as a County Community Park.

e. Dry Creek site; which is a parcel of about 160 acres containing a redwood grove and lake, located on the west side of Redwood Road about 2 miles north of Orchard Avenue. Recommended for County Community Park.

f. Marshland Area; including lower reaches of the Napa River and adjacent sloughs, waterways and marshes. The 5,000 acres now under lease by the Department of Fish and Game for public hunting should be preserved for perpetual public use.

g. Lake Berryessa; will be the most prominent recreation feature in the County, and is proposed to be protected and administered by the County and developed with recreation facilities on a concession basis. Public access to and use of the area must be preserved. State Park assistance in basic improvements and administration should be considered.

h. Wayside Parks are proposed in 27 locations on the Plan. Most of these are along State Highways and the Silverado Trail, and are proposed to utilize marginal land along the Napa River or creeks wherever possible.

i. River Access sites are proposed as small sites where access from public roads to rivers will be provided together with parking, boat launching and other such facilities.

j. Damsite Parks are proposed at a number of existing and future reservoir sites.

k. Boat harbors are indicated at three locations south of Napa on deep water locations.

l. Parkways are included in the Park and Recreation Plan, and it is recommended that all State Highways and major County Roads in rural areas be classified as scenic routes and protected by control of advertising and other than residential structures in order to preserve the charm and natural beauty of the County.

Such controls will assist in securing extensive landscaping along freeway routes by the Division of Highways.

m. State Riding and Hiking Trail; this project is proposed to be located in the westerly foothills, and should be pushed to completion with State assistance before right-of-way acquisition becomes prohibitive in cost.





n. Various sites of historic interest such as Indian mounds located south of Calistoga should be acquired and preserved.

## 2. Napa City and Vicinity.

a. Neighborhood parks, located according to Land Use and Park plan standards, are shown at 26 general site locations to serve the ultimate population.

b. Sub-Community parks are shown in park-high-school combinations in 5 locations.

c. Community parks are shown at 2 locations, Fuller Park being one, and another is proposed in the vicinity of Trancas Road and Jefferson Street.

d. Additional parks in the Napa Area are:

(1) Small riverside sites along Napa River close to central area (First Street), for scenic walks, fishing access, etc.

(2) Site on Sanitation District property at Imola Avenue and Napa River, with screen planting and landscaping.

(3) Site on Napa River at south side of Imola Avenue for boat harbor.

(4) Riverside park strip along Cross Street and Levee Street, and boat access at foot of Brown Street.

(5) Parkways: Portions of Silverado Trail, riverside drive along Napa River north from Napa central district, Coombs Street extended southerly along Napa River, Cross and Levee Streets.

e. The present City-School District recreation program is highly desirable and is recommended to be continued with full utilization of all facilities on a cooperative basis.

## 3. Soscol Community Units.

a. Twelve neighborhood parks are shown on the Plan to serve the local neighborhood requirements.

b. Three community parks are shown, two of which are proposed to be adjacent to future high schools and commercial centers, and the third in an existing grove of trees near the Napa River on the south side of Green Island Road.

c. In addition to the above, a boat harbor site is proposed at the old dump location on the river west of McKnights Acres.



#### 4. Carneros Community Units.

- a. Sixteen neighborhood parks are shown for local service.
- b. Two community parks are located near proposed high schools and commercial centers.
- c. A boat harbor is proposed at old Horseshoe Bend in the Napa River, to be either a public or private project, and to include park facilities with access from the proposed State Highway route which will cross this area.
- d. River access sites are proposed at Cuttings Wharf, Milton Road at railroad, south end of Edgerly Island, and additional sites which may be approved for commercial access and boat harbor development.

#### 5. St. Helena Urban Area Units.

- a. One neighborhood park is proposed near Madrona Avenue and the proposed Foothill Boulevard.
- b. One Sub-Community type park is shown adjacent to the expanded high school site, which could include a swimming pool for joint use.
- c. Five wayside parks are planned for the area: Between Pope Street and Sulfur Springs Creek, at reservoir on York Creek, and three on the Napa River.
- d. Two small parks are proposed at future reservoir sites on Sulfur Springs Creek and in Bell Canyon.
- e. A Parkway treatment of a portion of Silverado Trail in the area is proposed.

#### 6. Calistoga Urban Area Units.

- a. One neighborhood park is proposed near future elementary school site in vicinity of Greenwood Avenue and Grant Street.
- b. Parkway treatment of riverside streets is proposed.
- c. Existing public and private facilities are proposed to be continued and expanded.



#### IV. MASTER PLAN OF SCHOOLS AND PUBLIC BUILDINGS.

##### A. PURPOSE OF THE PLAN.

The Master Plan of Schools and Public Buildings, like other Master Plan elements, is designed to serve as a general, long term guide for facilities which will be required to serve the land use areas and population densities anticipated by the Land Use element.

It shows general locations rather than specific sites in most cases because it intends to show by symbols the future requirements for facilities within facilities service areas which are Land Use element neighborhoods, Sub-Communities, Communities, etc.

Because of the variety of agencies, boards and commissions concerned in the location, construction and operation of schools and public buildings, the Plan must be used as a flexible instrument, recognizing the restrictions upon the various agency operations, and offering basic future requirements data to be used by such agencies for their particular purposes.

Use of Plan data by all such agencies will tend to insure desirable future coordination of all facilities and the ultimate in public service and economy.

##### B. METHOD OF DEVELOPMENT.

The Plan was developed from data produced in the Economic Survey, the land use survey, study and analysis of existing facilities, and careful calculations of future requirements based on population location and density data of the Land Use element.

Conferences with school and other officials produced standards and ideas which were incorporated in plan calculations and design.

##### C. EXISTING FACILITIES, SCHOOLS.

At the date of the plan survey, the following school facilities were in operation in the County:

1. One public college, grades 11 - 14, in Napa.
2. One private college and high school, Pacific Union at Angwin.
3. Four public high schools; Napa, St. Helena and Calistoga.
4. Twenty-six public elementary schools.
5. Six parochial elementary schools.
6. Seven special purpose schools.





The following grade systems are in use;

	Elem.	Jr. High	High	College
Napa area, Yountville to Solano County	6	4	(2)	(2)
St. Helena area	6	3	3	2
Calistoga area	8	--	4	2

Existing school attendance figures related to population gave basic formulas for predicting future requirements, as follows:

1. Ratio elementary school children to total population: 1 to 12.8
2. Ratio deducting institutional population: 1 to 10.3
3. Ratio high school children to population (2. above) 1 to 21.3
4. Ratio Napa College students to population (2. above) 1 to 45

During the two year period of this study the school enrollment increased 20% while the population increased 12%. This and other such data was used in the standards adopted for future school projections.

#### D. EXISTING PUBLIC BUILDINGS.

Existing public buildings are serving fairly well, but in many cases early action will be required to replace very old structures or to provide additional space for public service purposes.

This Plan is particularly concerned with public buildings such as the Court House, City Halls, libraries, fire stations, hospitals and community centers.

#### E. STANDARDS AND CRITERIA.

1. It is highly desirable to plan for the orderly organization of public building plans to insure that the greatest service and convenience is provided the public in a long-range program.

2. It is essential that the Land Use element be recognized by all agencies concerned as the over-all guide to such planning.

3. Schools and other public buildings should be located in relation to neighborhood units of the Land Use element so that the people in such units may have schools, parks, shopping centers, etc. within walking distance of their homes, and within the safety zone framework of the designed traffic way pattern of the Plan.

4. Public sites and commercial service centers should be located in proper relationships so that community service centers may result from the clusters of public buildings in proper proximity to other service uses.



5. Community centers should be planned to include appropriate combinations of facilities such as the following:

- a. City Hall and Court House or branch County office building.
- b. Police station or Sheriff sub-station, fire station.
- c. Main or branch library.
- d. Space for other public offices such as California Highway Patrol, Division of Motor Vehicles, etc.
- e. Post office or branch station.
- f. Park or playground.
- g. Community hall, meeting rooms, cultural center.
- h. Medical facilities.

Branch libraries should, where possible, be located at or near schools, fire and police stations in or near high value districts and with convenient access to major traffic ways, etc.

6. Public schools needs were projected according to the following standards:

- a. Elementary school students will constitute 10% of total population, (Grades 1-6).

Elementary school size standards, (K-6):

Classroom size; 30 students.  
One unit school; 7 rooms, 200 students  
Two unit school; 14 rooms, 400 students  
Maximum desirable size; two units  
Acreage recommended; 6 to 12 acres.

- b. High school students will constitute 5% of total population, (Grades 7-10, Napa system.)

Maximum desirable size; 1,200-1,500 students  
Acreage recommended; 15 to 25 acres.

- c. College students will constitute 2 1/2% of total population, (Grades 11-14, Napa standard).

Recommended size; 2,500 - 4,000 students.  
Recommended acreage; 50 to 100 acres.





7. Public building standards used in the Plan are as follows:

a. County Civic Center; location, within fringe of largest population center, 20 to 40 acre site.

b. City and Community Centers; location, at fringe of central commercial district, 5 to 15 acre sites.

c. Fire stations (sub-stations); site, equipment and personnel to protect maximum of 2 mile radius urban area, double radius in suburban areas.

d. Libraries; sites and book stocks to serve from 25,000 to 30,000 persons.

## F. FEATURES OF THE PLAN.

### 1. General County Area:

The Master Plan of Schools and Public Buildings proposes that the above standards be applied in the future in the County areas not covered in the following Community plans. Only minor facilities are expected to be required in the non-urban and mountain areas, with the following exceptions:

a. Present facilities in agricultural and watershed land use areas will, with minor additions and extensions, serve future requirements in most cases.

b. An elementary school, fire station, branch library, sheriff's office sub-station, post office, etc., will be required in the Lake Berryessa area, (Monticello Community) as development there may require.

c. An additional elementary school and possibly a branch library will be required to serve the Oakville-Rutherford area.

### 2. Napa Community.

Features planned for this area are based on the Land Use Element and will serve an ultimate population of about 150,000 persons, and include:

a. Expansion to maximum use within Plan standards of existing high school and college plants.

b. Ultimate total of five (or six) high schools.

c. Ultimate total of seventy elementary school units of seven rooms each, in single and double unit schools.



d. Ultimate total of ten fire stations.

e. Ultimate total of five libraries.

f. County Civic or Governmental Center, for which several possible sites are proposed, as follows:

(1) Expanded site at location of County infirmary.

(2) Intermediate School site at Jefferson and Polk Streets.

(3) Vicinity of Imola Avenue West, Foster Road, Freeway.

(4) West side of Napa River, near Lincoln Avenue and east of Trancas Avenue.

(5) Vicinity of Jefferson Street and Trancas Avenue.

(6) New multi-story building on present site.

g. Napa City Governmental Center, on substantially expanded present site of City Hall.

### 3. Soscol Community.

Facilities are proposed for an ultimate community population of about 65,000 persons, as follows:

a. Two high schools, with general locations shown on the plan map.

b. Thirty-one elementary school units, shown in single unit and double unit locations within neighborhood land use units.

c. Two branch libraries at or near high schools.

d. Two additional fire stations located near the proposed commercial center and high school sites.

e. A community center to be located either near Green Island Road east of Sign Route 29 or adjacent to one of the two future commercial centers.

### 4. Carneros Community.

Facilities are proposed for an ultimate community population of about 70,000 persons, as follows:

a. Two high schools, with general locations indicated.

b. Thirty-four elementary school units, shown in single and double unit schools generally located.

c. Two branch libraries, adjacent to high school sites.



d. Two fire stations, adjacent to commercial centers.

e. Additional library and fire station in western section of community south of Sign Route 12.

f. Community center at commercial center south of Sign Route 12.

#### 5. St. Helena-Calistoga Community.

This is a large community area which is divided into three sub-communities so that certain local service facilities may be spread geographically for greater convenience. St. Helena will constitute the community central city, with sub-centers provided in Calistoga and in the Angwin-Sanitarium sections.

a. St. Helena Sub-Community Features: Facilities are provided for an ultimate population in the urban area of about 12,000 persons.

(1) Expansion of high school site and facilities to serve 1,500 or more students, including those from the rural areas.

(2) Total of six elementary school units, to serve all of urban area and greater part of rural area.

(3) Community center to contain City offices, fire and police stations, library, etc.

Possible locations for center are:

(a) City owned property at Tainter and Oak Streets.

(b) Site adjacent to high school.

(c) Expanded site at present city hall location.

b. Calistoga Sub-Community Features: Facilities are provided for an ultimate population in the urban area of 8,000 persons.

(1) Expansion of high school site and facilities to accommodate 600-800 students, including those from rural areas.

(2) Total of four elementary school units of nine rooms each to serve the total sub-community area.

(3) Sub-Community center in Calistoga to contain city offices, fire and police stations, library, etc., on or adjacent to new city hall site.

c. Angwin-Sanitarium Sub-Community Features: Facilities are provided for an ultimate population of about 10,000 to 12,000 persons.

This sub-community is unusual in that most of the present activities and service facilities are of a semi-public or private institutional nature.





This situation is expected to continue into the future, and a minimum of public services are expected to be required.

There will be need for expansion of the Howell Mountain school, with a possible second elementary school required in the distant future. Public elementary students in the Sanitarium area may be transported to a school in St. Helena, and public high school students will attend the St. Helena high school.

Fire protection and library service will be provided, where required, as part of the general County service.

#### 6. General Summary.

This Master Plan project did not include detailed planning of such public facilities as water supply and distribution, sewerage, garbage disposal, etc. However, the study did include an analysis of potential water supply to make sure that there is more than adequate water potential to economically supply all planned population and developments. Topographic and drainage studies were related to land use plans to insure that standard sewerage installations are physically and economically feasible and that no unusual drainage problems will develop.

Several possible cemetery sites are indicated on the plan maps, and it is expected that suitable garbage disposal sites will be acquired as they are required.



## V. REVISED MASTER PLAN, NAPA COUNTY AIRPORT

Being the Napa County Airport  
Unit of the Master Plan of Transportation, County of Napa, California.

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Approved by the Napa County Airport Advisory Committee, August, 1954  
Approved by the Napa County Planning Commission, November 1, 1954  
Approved by the Napa County Board of Supervisors, November 18, 1954  
Approved by the Civil Aeronautics Administration, January 20, 1955.

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February, 1955

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## FORWARD

Early in 1954 the Napa County Airport Advisory Committee gave its approval to a proposed Revised Master Plan for the Napa County Airport.

The revised plan was then approved by the Planning Commission, presented in two public hearings, and adopted by the Commission with a recommendation that it be adopted by the Board of Supervisors.

On November 16, the revised plan was adopted by the Board of Supervisors as the Napa County Airport Unit of the Master Plan of Transportation, and it became the latest adopted unit of the comprehensive Master Plan.

The revised plan for the county airport originated in a discussion of members of the Advisory Committee and the Chamber of Commerce Industrial Committee regarding potential industrial site locations on the airport property. An area for such sites has been provided in the plan, and the interest and cooperation of these and other persons and agencies in the preparation of the plan will be reflected in the orderly development of an outstanding airport facility in Napa County.



## REVISED MASTER PLAN OF THE NAPA COUNTY AIRPORT.

### A. GENERAL RECOMMENDATIONS.

1. That this Master Plan be used as a general guide for the progressive development of the airport facility, and for the allocation of land areas for types of developments. A small annual budget item for construction and improvements will provide a fund to match Federal Funds as they become available, and so encourage the most economical development program.

2. That the area designated as "Industrial Area" on the plan be made available for industrial development, and that revenues derived from such use be used for development of the industrial sites and other necessary airport developments including, protection of approach zones by purchase of land or avigation easements.

3. That industrial type development of adjoining private lands be encouraged under the new industrial zoning, with a general building height limit of thirty-five (35) feet to prevent hazards to air navigation.

### B. BACKGROUND MATERIAL.

#### Purpose of Study.

To determine if land were available on existing airport property for industrial use. The study made evident the need for a complete revision of the original plan.

#### Existing Plan.

Prepared by Russell Guerne de Lappe, AIA; and Frederick K. DuPuy. Airport Engineer, August, 1946.

#### Existing investment.

Initial wartime investment, approximately	\$ 1,500,000
Recent expenditures, approximately	200,000
Estimate of value today, approximately	3,500,000

#### Standards for Revised Master Plan.

Civil Aeronautics Administration  
References - CAA Regional Office, San Francisco  
Airport Design, January, 1944  
Criteria for Determining Obstructions to Air  
Navigation  
TSO-418  
Airport Planning, July, 1952



### C. ESTIMATES OF AIRCRAFT POTENTIAL and AIRPORT CAPACITY.

Estimated Future Number of Aircraft Owners within Ten Mile Radius  
at 1.5 per 1,000 population: 450 to 675 aircraft.

Estimated number of Light Aircraft that could be based at Airport:  
Using 60 safe operations per hour and same ratio of normal peak hour  
operations to number of based aircraft as now exists (assume use of  
both runways at once): 480 (Approximately)

Estimated Future Normal Peak Air Carrier Operations per hour:  
(Primarily non-scheduled freight operations): 15 (Approximately)

Estimated Future Light Aircraft Capacity of Existing Installation:  
Considering estimated air carrier operations and a 50% increase in peak  
hour light aircraft operations (assumes use of both runways at once):  
266 (Approximately)

Estimated Future Light Aircraft Capacity of Existing Installation:  
Considering conditions stated immediately above with an additional  
NNE-SSW runway: 450 (Approximately)  
500 (Maximum)

### D. GENERAL CONCLUSIONS AS TO FUTURE USE OF AIRPORT.

1. Will serve area with population approaching one-half million.
2. Proximity to large airports in San Francisco Bay Area will result in comparatively light volume of air carrier operations.
3. Proposed CAA classification - Express.
4. Immediate area in vicinity of airport has high industrial use potential.
5. Large part of use of airport probably will be evolved from this industrial land use either as freight operations or light aircraft operations; plus limited scheduled passenger service. These should be the primary uses of the airport.
6. The present airport can continue to accommodate general light aircraft operations with future increases limited by existing runways and increased air carrier operations. Light plane operations may be the secondary future use.
7. Future total contributing area demand for light aircraft operations could nearly be met by the addition of a parallel NNE-SSW runway. Expansion of other light plane facilities in the Napa-Vallejo area and/or additional facilities will probably also be required in the future. (A general Master Plan of Airports for the Napa-Vallejo area would be desirable at this time).





8. Use of airport property for industry would be desirable if not conflicting with the function of the airport proper and if revenues derived from such use were to be used for necessary airport development.

#### E. MAJOR FEATURES OF REVISED MASTER PLAN: RECOMMENDATIONS.

1. Development of the main runway (NNE-SSW) as an instrument runway.

a. Increase length minimum of 100 feet to bring "effective" length up to 5,000 feet.

b. Increase width from 150 feet to 200 feet.

c. Protect approaches by 50:1 glide angle and as otherwise specified by CAA.

d. Distance from center line to future building line - 750 feet.

Width of usable landing area - 500 feet.

Width of area along runway for approach protection - 1,000 feet.

2. Maintenance of E-W runway as a non-instrument runway.

a. Width of usable landing area - 500 feet.

b. Distance center line to building line - 425 feet.

c. Protect approaches for 40:1 glide angle (See 1. c. above)

3. Deletion of third taxiway shown on existing Master Plan. Distance of aircraft parking and/or building line from center of taxiways - 220 feet. Additional taxiways as shown when future development requires.

4. Addition of parallel NNE-SSW runway to be developed in two stages. First stage is a 75x2600 (Approximately) foot runway for light aircraft to be developed as required. Second stage is a 150x46000 foot non-instrument runway for which protection should be provided. Approach angle 40:1 (See 1.c. above).

Note: No new taxiway construction would be required with the E-W runway maintained as an alternate runway and the 75x26000 foot runway for light aircraft constructed as shown.

5. Control of building in the airport area by:

a. Maximum building or obstruction height limit within turning radius (8500 feet from airport reference point) - 35 feet, unless allowed under use permit procedure by which height may be increased but not to exceed 150 feet above airport elevation \* (33 feet USGS). Use permits should be processed through CAA office.

b. Building heights to comply with CAA regulations under approach zones. Approach angle NNE-SSW instrument runway - 50:1, E-W runway - 40:1, Parallel NNE-SSW runway - 40:1.

\* See CAA Definitions.



6. Future roads in the vicinity of the airport as shown on the County Master Plan of Streets and Highways. New roads within the airport property for proper circulation are shown on airport plan.

7. Use areas as shown on the airport plan.

8. Auto parking for over 300 cars behind terminal building and over 500 cars along main entrance and service road as shown. (Distance of 75 feet from center line of road on parking side should be protected for this use).

9. Use of the area shown, with total acreage of approximately 24 acres, for industrial purposes.

10. Possible future development of a large industrial area outside the present airport property using fill material from a hill now within the airport property. Additional taxiways not shown may be required to serve this area.

11. Encouragement of use of property in the general vicinity of the airport for industrial purposes.

#### F. PROPOSED PRIORITY OF DEVELOPMENT.

1. (a) Protection of Approaches: By acquisition of land, or of navigation easements to protect approach areas shown on plan.

(b) Construction of Light Plane Hangars: (First Series): Construction to keep pace with demand and utilizing space in southerly hangar area.

(c) Medium Intensity Runway Lights: Installation of lights when required for scheduled operations on field.

2. Heavy Apron in Light Plan Area: Construction of heavy apron in the northerly light plan area to carry medium heavy wheel loads.

3. Heavy Apron in Terminal Building Area: Construction of apron around terminal building site, and runways to site.

4. Construction of Light Plane Hangars: (Second Series) Construction as required in northerly light plane hangar area.

5. Terminal Building: Construction of first unit when required.

6. New North-South Runway:

- (a) Construction of first stage, southerly portion, 75 x 2,600 feet.
- (b) Construction of second stage, balance of strip, 150 x 4,600 feet.

7. Freight, Special Use and Industrial Areas:

- (a) Construction in freight area when required.
- (b) Construction in special use area, under strict controls, when required for convenience and service of airport patrons.
- (c) Construction in Industrial area as soon as possible to provide greater use of airport property and to produce revenue for airport improvements.









NOTE:

If and when technical advances in heavy plane cross-wind landings make abandonment of the easterly end of the east-west runway feasible, it would then be possible for the freight area to expand southerly to include an additional 10 acres, and 50 acres to the north could be added to the industrial area.



## VI. PRECISE PLAN ORDINANCES; ZONING, SUBDIVISION

The Napa County Master Plan was designed to accomplish all of the essentials to provide the complete County and City areas with Master Plan elements and regulatory measures related to them so that the plan elements could have the support of enforcement measures.

Complete new zoning and subdivision ordinances were prepared for the County and the three cities and were adopted and became effective during the preparation of the Plan or shortly thereafter (with two minor exceptions).

The consultant also provided forms of ordinances to properly establish all Planning Commissions, provided sets of rules of procedure and by-laws and other such items as would assist Commissions in their operations.

The result of the project was that the total area of Napa County was provided with a complete Master Plan and the tools for its effectuation. This program was unique in that it accomplished complete coordination of all jurisdictions in its total planning project and, with strong public interest and support, produced adopted Master Plans and precise zoning of the total County area.











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